



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

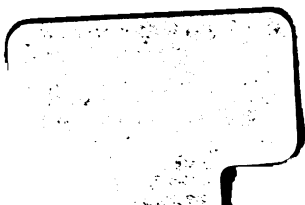
About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>

A TRIP TO SEA
BY
GEORGE MILLER.



600089225U







A
TRIP TO SEA,

FROM

1810 TO 1815,

BY

GEORGE MILLER,

OF BOSTON, LINCOLNSHIRE.



LONG SUTTON;
PRINTED AND PUBLISHED BY JOHN SWAIN;
LONDON; MESSRS. SIMPKIN, MARSHALL AND CO.:
AND SOLD BY ALL BOOKSELLERS.

1854.

246 u. 530.



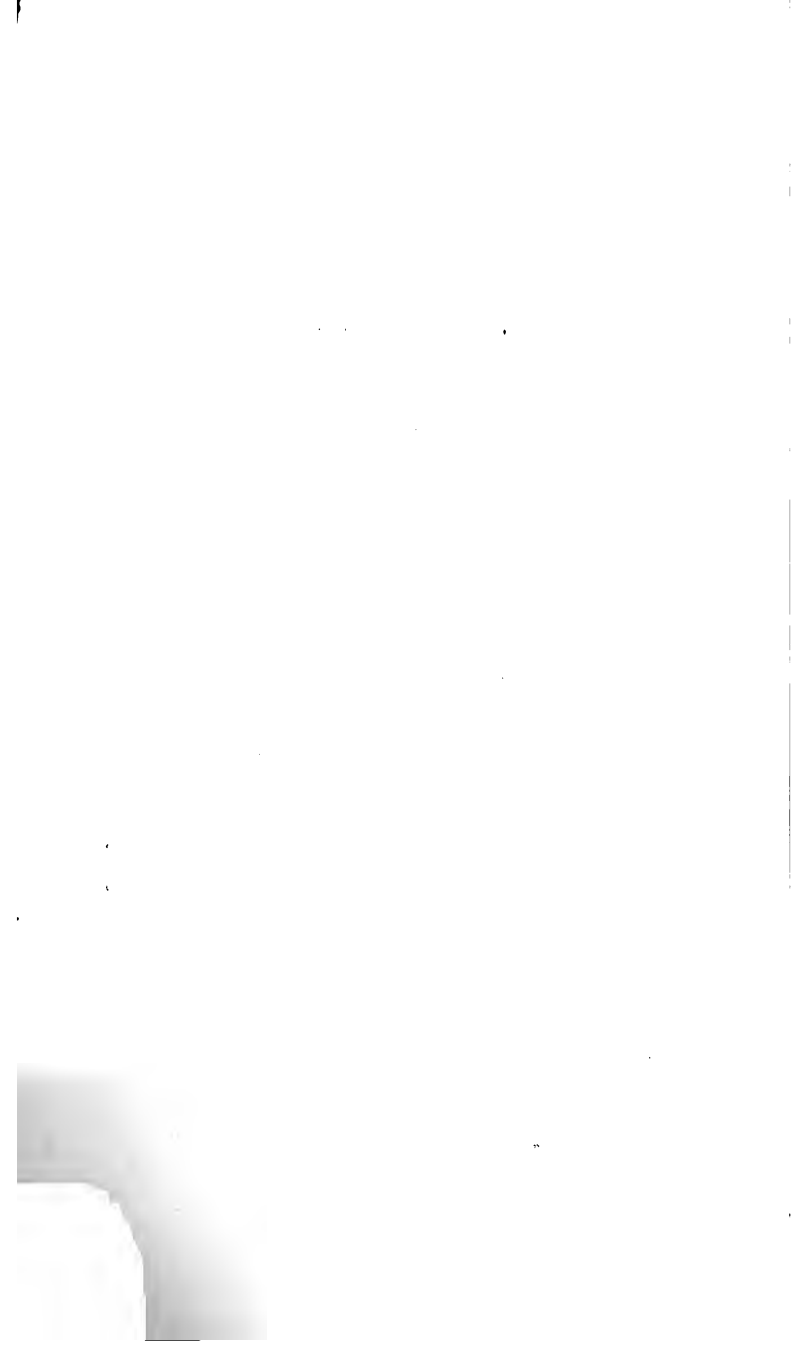
ADDRESS.

In the year 1817, I fixed as a butcher in Church-street, Boston, where I have since resided, being now the oldest butcher and auctioneer living in the town.

During the last thirty-seven years, I have witnessed many changes in the place and its inhabitants ; and having at various times spun my yarn in detached parts amongst my friends, I have at length been persuaded to present it to them in a whole. Fully sensible that I am but ill-qualified for the task, it is possible there may not be found in my book much to instruct, but it most assuredly may be depended upon, with all its deficiencies, as a true and faithful attempt, as far as it goes, to show the actual and every-day life of a common sailor.

G. M.

*Church-street, Boston,
May, 1854.*



CONTENTS.

CHAPTER I.

	PAGE
Run away from Boston—Voyage to Hobart Town, Van Dieman's Land	4

CHAPTER II.

From Hobart Town—On a Whaling expedition—To Sydney	16
--	----

CHAPTER III.

From Sydney—Shipwrecked off the coast of New Guinea—In open boats to Ternate	28
--	----

CHAPTER IV.

From Ternate—Cruise to Gunong Tella—To Amboyna —Pressed at Batavia—Taking of Bulembang—In the hospital ship, Wilhelmina	43
--	----

CHAPTER V.

	PAGE
Pulo-Penang—Drafted on board the <i>Clorinde</i> —To Madras in the <i>Owen Glendower</i> —From Madras to Trincomalee—Join the <i>Bucephalus</i> frigate—To Point de Galle, Ceylon—With a convoy to England —Death of Evison 	58

CHAPTER VI.

Drafted on board the <i>Dictator</i> —To Ireland, Spain, and Holland—Return to Portsmouth—Run away —In transport service to France and America ...	68
--	----

CHAPTER VII.

Homeward bound—Again pressed—Get free—The Family of the Evisons—Conclusion. 	86
--	----



A TRIP TO SEA.

CHAPTER I.

**RUN AWAY FROM BOSTON—VOYAGE TO HOBART TOWN, VAN
DIEMAN'S LAND.**

I was born on the 27th day of March, 1793, at Frieston, near Boston, Lincolnshire. My Father died on the 4th of June, in the year 1800, leaving a wife, two sons, and a daughter. On the 6th of April, 1801, I went to live at Boston, as errand-boy to Mr. Kell, butcher; in 1802, I lived with Mr. Dickins, and in 1805, with Mr. Ward; in 1806, I was nine weeks with Mr. Dickinson, and the remainder of the year with Mr. Grantham, at the Queen's Head Inn, Skirbeck; in January, 1807, I returned to my old master, Mr. Ward, and on the last day in March he walked away from from Boston. I went with him out of the town, and have never seen him since. About the middle of April, 1807, I went to live with Mr. Robinson, butcher, and remained there till the 15th of April, 1810, when I ran away.

On Sunday evening, the 1st of March, I met a youth named Robert Evison, who was apprenticed to Messrs. Elsam and Waite, ironmongers, the next shop but one to where I lived. Whilst we were together, he said

“ George, I think of going to sea.”

“ Well, I will go with you,” I immediately replied. We talked it over that night, and afterwards agreed to start on Sunday, the 15th of April. After dinner on that day we went to Evison’s mother, about a mile and-a-half from Boston, when he succeeded in obtaining a five-pound note from her; after which we returned to the town, and proposed to meet under the old butter cross. Our clothes had previously been packed together in a large box, which we had taken to the Peacock Inn about 6 o’clock in the morning and given to the ostler, with a bonus of a guinea, requesting him, in confidence, to send it by the mail on Monday morning, to pay the carriage, and to give directions for it to be left at the Saracen’s Head Inn, Snow Hill, London.

I went home, got my tea, and drew five pounds for wages from my master. A little before 9 o’clock my mate came, accompanied by Charles Magnus.

“ Now, Charles,” said we, “at nine we start, don’t you let any one know.”

At that time we left; but called at the Crown and Anchor Inn, Skirbeck Quarter, where we had three-penny-worth of gin, and bade good-bye to Boston. We walked to the King’s Head Inn, Kirton, had another three-penny-worth of gin, and told them we were going on the road to Lynn, but instead of that, we went on

to Deeping, and arrived there about 4 o'clock in the morning. The servant-maid was making a fire in the kitchen of the inn, when we asked

"Does the London coach stop here?"

"Yes, sir," said the girl.

"What time does it come?"

"About two in the afternoon."

"Can we have a bed?"

"Yes, sir."

To bed we go, but no rest; so we got up, brushed and cleaned ourselves, and walked about the town till it was time to dine; when up comes the coach, with the box all right. We mounted, and arrived in London on Tuesday morning. Evison was taller and stouter, but I was a little weedy thing, and the landlady said to us, after breakfasting at the inn,

"Now boys, take my advice and return with the coach. You don't know what you are going to do."

"I came to go to sea," replied Evison.

"So did I," directly added I. When a man who was standing by, here said to us,

"I am going to No. 33, Lime House. If you will go with me there, I will get you both a ship." We shortly hired a conveyance, and off we all three started to No. 33, taking our box with us. When we arrived there, the master of the house brought out a bottle of spirits and welcomed us:—

"We must have something to drink, boys; and to-morrow morning I will take you to the Grand Surrey Canal. I know a captain who wants some apprentices."

We agreed to accompany him, but told him we had an acquaintance living at No. 83, Bread-street, Cheapside, who we should like to visit that day, and as we should leave our box, he need not be afraid of our coming back. We then started, but when we arrived he was not at home; so went back to No. 83, dined late, carried on, and then went to bed. After breakfast next morning, we went down to the Surrey Canal, on board the ship *Santa Anna*, Captain Dagg, and he received us with

“ Well, my lads, where do you come from?”

“ Boston, in Lincolnshire,” we replied. “ We want to go to sea, and don’t care what part of the world we go to.”

“ I am going to Botany Bay; but if you boys take my advice, and have done nothing wrong, you will take the coach and return.”

“ No, sir, we intend to go to sea, if you won’t take us some one else must.”

“ Well, then, if you are determined, I will take you, and give you £60 for three years’ apprenticeship; but if I should make the voyage in two years and-a-half you shall have the same money. If you will come to-morrow morning at 11 o’clock, I will get the indentures ready.”

We immediately replied that we would be there, and he continued

“ You can then bring your box and stop on board, and I will serve some clothes out to you.”

So back we went to Lime House, and carried on

very briskly. The next morning we went on board about 11 o'clock, when the indentures were ready. Two owners were on board, one of them, Mr. Cust, gave me a tin box with my indentures in it, and when I went below I also found a crown-piece. We stopped on board and went to work.

On the Sunday morning after, dressed in sailor's trim, when crossing London Bridge, we met John Waters, a Boston sailor, and then went to Lime House. An uncle of Evison's had been there to look out for us, but they told him we had got a ship and gone to Botany Bay. We then went to Bread-street again, to find the young man from Boston, and spent the rest of the day at Greenwich. We returned on board the *Santa Anna* in the night. The next morning my mate discovered that he had lost his watch, so I went on shore and sold mine. We also sold all our best clothes, and spent the money.

There were two young men in the same vessel, from Ashford, in Kent, about twenty years of age, who were going out to see an uncle in Australia. They had a cousin in London, who had run away from Paramatta, so we five lads carried on till all our money was done.

About the middle of May we dropped down to Gravesend, remained a Sunday there, and then sailed for the Downs. I was very sick, and was tired of the sea already, but my mate was a much better fellow.

We had only one old boat on board, and the captain told a boat's crew to be ready to go on shore for three

new ones. Now, thought I, I will run away from here, for I am very tired of the sea. The old boat leaked, so I got into it to bail out the water, when the captain, looking over the side of the vessel, called out

“What are you doing, butcher?”

“The boat leaks and I am bailing her out, sir.”

“You come on board: I know you are very tired of the sea, and if you get ashore you will cut and run.”

“Oh! no, sir, I shall not.”

“Come on board, I say. I know you will. You can earn your living on shore, but you must go to sea now.”

Here I was safe enough, and as there was now no back-door, I made up my mind to do as well as I could. The three new boats were soon brought on board, and we set sail for Spithead, but I was very ill. I had been used to work, but as my three mates had not, it went down harder with them than with me, though they ran aloft better than I did, for I was very timid; but I succeeded pretty well, as the second mate and boatswain were very kind to me.

We sailed from Spithead with a convoy at the latter end of May. I took great delight in learning to steer, and the captain said the ship had “good legs,” so on Sunday night, the first week after we had been out of sight of land, we made all sail, and leaving the convoy, at daylight there was not a sail in sight. We had been out about three weeks, and I was still very sick and bad, when John Wilkinson, a sailor, said

“Butcher, it is our watch upon deck, at 4 o'clock to-morrow morning. Go in the head, and I will bring

you a can of water, and a pipe of tobacco, which you must smoke and drink. It will cure you of the seasickness." I tried it, and was not sick afterwards.

The first land we saw was the Peak of Teneriffe, a mountain in the Canary Islands. I remained very anxious to learn to steer, but very timid at going up aloft. One day I was sent aloft to the main top-sail yard, to clear away a gasket. During the time I was there a sudden gale of wind sprung the main-top-mast. They called to me, and I got down safe. As it was Sunday the captain would not have it taken down till the following morning, when the top-mast was struck down and a new one got up, and we started again. We saw no more land until we arrived at Van Dieman's Land, which was twelve thousand miles by the log.

We had been out about six weeks, when one day while I was at the helm, the captain, who was walking upon deck, said

"Butcher, when you get relieved, fetch your box and clothes on deck, brush and hang them up to air."

I smiled, and as I did not answer directly, he continued

"Butcher, did you hear what I said?"

"Yes, sir; but I have no clothes, except what I took up of you."

"No clothes! How's that? when you came on board you had some good ones."

"Yes, sir; but I sold them."

"Why," said he "That black coat you had on when you came you might have sold for ten pounds."

"I did not know that, sir."

"What's got your watch?"

"Sold it, sir. We went down to Greenwich one Sunday to dine, and when we got on board at night, Bob's watch was gone, so I sold mine the next morning for fear I should lose it."

"I was quite deceived in you Lincolnshire boys," he continued. "I thought you knew nothing about play-houses and dancing. Now, the two boys from Kent, I was aware, were wild, because their father sent them out on purpose to see if it would tame them; and they are going to Paramatta, to see an uncle, a doctor, by the name of Luttrell. When we arrive, they will go direct to him, and will not return until we are ready for sea."

The ship was well stored with provisions, so we lived well. Before we arrived at Van Dieman's Land, we unexpectedly fell in with a large bull whale, which we caught, and got the blubber on board; but a heavy gale of wind following, we were obliged to throw some of it overboard, not being then prepared for whaling.

One morning at daylight we saw a vessel, hoisting "all nation" colours, bearing towards us, which she continued doing all day. At night we altered our course, but at daylight she was still after us. She made all sail, and gave us a hard chase. We carried all the sails we could set, and kept on till dark, and at daylight the next morning we were clear, for there was on sail in sight. After this we had one week of dead calm on the wide ocean, and a beautiful and solemn sight it

was to witness the dead quiet of the wide waters all around as far as the eye could reach. Whilst it lasted, the boats were let down every morning and evening, to learn us to pull a good oar.

At length the sails again filled, and having arrived at the equinoctial line, we passed through the usual ceremony.

On crossing the line, the frolic begins at noon, at which time the hatchways are ordered to be fastened down, as Neptune is coming on board to make all those who have not passed before free of the sea.

A quantity of tar and grease was mixed together in a tar-pot, whilst a large tub filled with water was put upon deck just before the main rigging. All those who had crossed the line went upon deck, where the guns were drawn backwards and forwards, and during the din, the best speaker, as Neptune, dressed for the occasion, in a hoarse voice, hails the officer upon deck, who answers, and receives him on board. All the buckets and tin pots of every kind are filled with water, and the boat-swain and another man then go below, where they blindfold the first they get hold of, lead him upon deck, and cause him to be seated on the edge of the water-tub. Another man lathers his face well with tar and grease, and afterwards, with a piece of iron hooping, scrapes it well over his face. The two men who brought him upon deck, one hold of each arm, and two others, one hold of each leg, then pop him backwards into the tub of water. Neptune was all this time stating, that he was come on board to do his duty, and make all stran-

gers free of the sea. After three ducks, off comes the bluff, and then every one takes up either a bucket or a pot of water, and pitches it at the poor fellow, who runs fore or aft, which way he can, but whichever way he runs he is dowsed with water until he passes them all.

Previous to the game, a Yorkshireman told me not to keep back, but to be ready to come up to be shaved as soon as I could, as then I should have the fun of seeing all who followed; so I came up second, and after my shaving joined in the frolic with the rest. When it was all over, the decks were washed and cleaned, and we had some grog given to us below, where we all enjoyed ourselves.

The watch being set, and all right again, we sailed on, but were afterwards visited with a tornado, or gale of wind, so we lay to under storm stay-sails for a week.

When we had been out about twelve weeks, I awoke one Sunday afternoon, after my watch below, and found my left leg much swollen and quite black. The flesh was like paste, for if you put your thumb on it the full impression was left there. I did not know what was the matter, but the second mate came and exclaimed—

“Why, butcher, you’ve got the scurvy very bad.”

So I was ordered no meat. In a short time it partly went out of my left leg into my right, and very severe it was, for I could not walk any distance.

About a month afterwards the captain took an observation, and told the chief mate we should see land the next day. The mate thought we should not, but

in the morning, at two, A.M., the captain went on deck, and ordered the ship to be hove to, expecting to see land at daylight. Daylight came, with the land in sight, after a passage of four months.

We ran up the river Derwent to Hobart Town, where I was taken on shore three or four times for the cure of the scurvy. Two holes were dug in a garden for me to put my legs in, and when they began to feel cold I was ordered to take them out, and by following up this plan, my legs soon got well.

Hobart Town is the chief town of Van Dieman's Land, situated at the south end of the island. North and south are there reversed, and it was curious at first to hear of the "warm north wind, and the cold south gales."

Every thing was very dear. Cape Wine was 10s. per bottle, and Kangaroo hind-quarters, out of the store, 1s. 6d. per lb. We were allowed a fresh mess once a week; that is, soup for the whole crew. The captain sold as many firkins of butter as he could spare at 7s. per lb. I had to take bars of soap on shore, and if the captain sold one for 10s. I used to get a bottle of Cape wine. We lay there about two months. It was the custom of the captain to go on shore to spend his evenings, and as two boys had to fetch him on board at nine o'clock with the boat, John Payne and I contrived to get our work done by six, so were able to remain ashore from then to nine o'clock. We passed most of our time at a large building like a barn, where there were many convicts, listening to the different tales

they told of the crimes they committed in Old England, Ireland and Scotland.

On the 11th of November, there was a very severe gale of wind, and an American ship dragged her anchors; we went on board of her on the 12th, and dined out of pork and molasses.

A handwritten signature or flourish, possibly reading 'el P', located at the bottom center of the page.

CHAPTER II.

FROM HOBART TOWN—ON A WHALING EXPEDITION—TO
SYDNEY.

We got ready for sea, and set sail about the 15th of of November, for New Zealand, on the look out for sperm-whales. Three boats with stores were always kept ready, and every one in the watch, at daylight, took his turn at the mast-head, to look out for them. Sperm-whales breathe out of their nostrils, and blow the water up into a form similar to a thick thorn bush. When they do this, they are said to "spout." They make a "breach" when they leap with their immense carcasses clear out of the water, for they can spring up, like a dog over a gate, though their weight is from 20 to 50, and sometimes 60, tons each; and these weights are not improbable, as some produce 9 or 10 tons of oil. The males are called "bulls" and the females "cows." The latter have two tits, and I have milked them. They give milk to their young, and the females have been known to give birth to "calves" fourteen feet in length.

The right whale, finner, sword fish, and killer, all breathe out of their nostrils, and spout the water straight up into the air like a poplar tree.

During our watch upon deck, at 4 A.M., the man at the mast-head sang out "Yonder she breeches." The second mate immediately ran aloft, knocked all hands up, and manned the three boats. It is a beautiful and exciting scene to chase these huge monsters, as they tear along and spout the water up; and it requires great coolness and dexterity to escape from destruction when too near them.

The second mate's boat was the first to strike a whale, the steersman of the captain's boat the second, and the chief mate's (where I was) the third. This was the first time I had been fast to a whale, and when the harpoon was struck into his side, the wounded fish tore along at a fearful rate, dragging the boat after him, and then plunged down into the water, but appeared again in a few minutes, when we hauled the line which had been drawn out into the boat, and the chief mate, who had been aft steering, came forward, and whilst we pulled alongside the whale, he took a lance and planted a well-aimed blow between the second and third ribs, which penetrating about three feet deep made the blood rush out like water from a pump. The whale in a short time began to spin round, and then turned belly upwards and died. We were the last fast, but the first dead.

The second mate's whale when struck went down for about twenty minutes. About forty or forty-five minutes is the longest time they can remain under water, as they must come up to spout. When she made her appearance again she struck the boat with her tail, and

upset them altogether in the sea, which was rather rough at the time. Each boat has small flags which are stuck into the whales when dead, and having fixed ours, we went to pick up the second mate's crew, and what we could of their stores. By this time the captain had killed his whale, and we then watched for the one that the second mate had got fast to, and found she had two harpoons in her, with 250 fathoms of whale line, a three-stranded rope of the very best hemp, eighteen yarns in a strand, which is coiled in a tub under the thofts. There was a shoal of whales, as many as fifteen together, and the captain, taking the lance, went forward, and made a good set at the injured one, which soon made her turn over and die. Each boat now having a whale, we took a line with a running-knot round each of their tails, and towed them alongside the ship, which at the same time was working towards us. There we made a strong warp, which being fastened to the tail, we brought the end through the hause hole, and round the bitt-head, and made it fast. That is the situation they are required to be in when we wanted to "flensh them." The boats being hoisted up, one on each quarter, and the other on the larboard gangway, we went down to breakfast. To see the whales as they appear out of the water, it is no wonder they are called "the monsters of the deep;" they are really tremendous, and there seemed plenty of room within their jaws to stow the boat and all hands. No person can form any idea of their size, unless they have been among them.

The process of cutting up was as follows :—A stage was hung over the starboard beam and two large three-sheaved blocks lashed to the main-mast head, with falls and lower blocks, and a rope called a strop was put round the block, to which a hook was attached with an eye weighing about one hundred-weight, fastened to one of the strops. The blubber is cut through with a spade, a triangular-shaped instrument, as sharp as a razor, fixed in a long shaft or handle. A man then got on the whale, and fastening the hook of the falls into it, the capstan was manned, and hove away till the purchase was two blocks. The other two blocks were then fastened to the blubber, and the first piece was cut off. Thus we proceeded, the spades cutting away, and the whale turning over at the same time. The strip of blubber cut off is about four feet in breadth. It was cut in a spiral direction, and lowered down in the main hatchway between decks, when it reached up to the block at the head of the cutting falls. Fresh hold was then taken, and the operation continued until the whole was entirely flensed.

The whale was now turned back upwards, and the man with the spade cut a large hole in the top of the head ; another man, with a bucket got on the whale, and took out some liquor, called "head matter." It was put into a cask by itself, and is fine and clear like white wine. We mixed it with our pudding, and found it very good.

Finally, the skeleton was cut adrift, and another one went through the same process. The coppers are called the "try-works." The blubber was carefully separated

from the bits of flesh which adhered to it before boiling, and was then cut into pieces and thrown into the coppers to be boiled. The scraps or refuse matter from the oil themselves supply the furnace with fuel, burning freely, and giving intense heat. This is called "trying out." From the try works, the oil is conveyed to the coolers, and thence to the casks.

When the whales are alongside, there are always large quantities of sharks swimming about to pick up any part of the carcase. I once killed one, and having hauled it on board, found on opening it forty-eight young ones inside, all alive, which I put into a bucket of water. They were about the size of a large eel. When the female shark has young ones, she is always accompanied by a pilot-fish, that gives warning of danger, at the approach of which they all go into the mouth and inside the old one.

Three days before Christmas, 1810, we fell in with a whaler, from which we procured a pig weighing about six stone. I killed it, and it made a capital fresh mess for all hands on Christmas Day.

We continued on the coast of New Zealand until the beginning of February, when we had a very heavy gale of wind, attended with such tremendous storms of thunder and lightning as I never saw in any other part of the world. The whole heavens seemed to open, then all was one sheet or blaze of light, and immediately afterwards plain links of fire like chain cables were darting about in all directions. The grandeur of the scene is inconceivable.

We now made sail for Port Jackson, having on board about forty-five tons of oil, besides head-matter, and arrived at Sydney, one of the finest harbours in the world, about the 20th of February.

Sydney is the capital of New South Wales, a name given to the eastern portion of Australia. It was first explored by Captain Cook, in 1770 ; and a design was formed in consequence of his recommendation, to settle a colony of convicts at Botany Bay. Captain Phillip being appointed governor of the intended settlement, sailed from Portsmouth, in May, 1789 ; with a detachment of marines, and 778 convicts, of whom 220 were women. He arrived at Botany Bay in January, 1788 ; but subsequently, finding this bay very ineligible for a colony, he fixed upon Port Jackson, about 13 miles further to the north, and here a settlement was begun, to which he gave the name of Sydney. It has regularly increased since that time, till by the late discovery of gold, it is likely to become one of the most valuable dependancies of the British Crown, and the most extraordinary example of the enterprise of its people.

The ship safely moored, the two young Paynes started for Paramatta. Very shortly after our arrival, a man came on board to inquire after George III. He said he had been to England, where he was introduced to the king ; and was the first man that Captain Cook got to go on board his ship. His name was Benjamin Broland, I think, but we used to call him Benny Long. He had a house built upon the point of land from which he was

taken by Captain Cook, but he would not live in it, and let it fall into ruin.

On the Sunday, I asked the Captain for some money, "What do you want to spend your money here for," said he; "everything is so dear except fruit." Besides, if I give you a bill for 2*s.* 6*d.* I shall book it to you 5*s.*"

"Well, sir," I replied, "I should like to go ashore every Sunday whilst we lay here."

Others also drew 2*s.* 6*d.*, and after dinner we went ashore altogether. Going up Pit-street, we saw a public-house, the sign of the Compass, which made us feel thirsty, so in we went, and called for a quart of the best ale, which cost 1*s.* 6*d.* The landlord said, "Have you had your dinners?"

"Yes, sir."

"For we have only just done," continued he, "and there's part of a leg of mutton left, if you like to have some."

"Thank you;" we said, "it will be a great treat to us."

After another quart of ale, we promised to use his house whilst we stopped at Sydney, and took a walk into the town. We bought some peaches, and looked about us till evening, when we returned aboard.

The next morning, the Captain went about sixty miles up into the country to Hawkesbury, where he remained till Saturday. When he came back, he said he wanted some one to ride a horse to Paramatta, about sixteen miles distant. The mate told him the butcher could ride.

"Butcher," cried the captain, "can you ride a horse?"

Very pleased, as I should visit the two Paynes, I quickly answered "Yes, sir."

"Well, then, get cleaned the first thing in the morning, and we will start directly after breakfast."

So in the morning we went ashore to an inn, and the ostler brought out two horses, one for me and one for the captain. Being mounted, I soon wanted to see how my animal could go, so started off out of the town, and kept on till I came to four cross-roads, where I pulled up.

When the captain caught me, he called out "Oh, you butcher, you keep alongside me, or you will be breaking your neck."

"No, I think not, sir; he'll carry me safe enough." But we then jogged on together till we came to a public-house, about half-way. We put our horses in the stable, when the captain enjoyed himself, and so did I. In an hour we started again, and got to Paramatta just in time for dinner. After which, away I started in search of the house of Dr. Luttrell. Spent the afternoon there with the Paynes, and went back to the inn for supper and bed. Next morning, the captain gave me 2s. 6d. for the fare, and I started by the packet back. It was a calm, so we had to pull all the way to Sydney. I took an oar, and when we arrived there, the captain of the packet said, "Boy, I shall give you your fare for working so well."

Nothing particular occurred for some time. I often went with the natives to the South-heads a-fishing, but could catch nothing, though they could get plenty of

fish. There were some good oysters, and a fine fish, called a king-fish, which the natives eat raw, but we preferred them roasted.

One night, when I went on board, I heard of a woman from England, who was living with the pilot-master. So after dinner on the following Sunday, I went to see her; and very pleased she was to have a talk about many people we both knew. She had been educated at Boston, and was afterwards in a situation in London, where she married, and for a time was very comfortable; but her husband got into bad company, and was transported. She followed him out, and when he died, went to keep the pilot-master's house.

When I returned to the ship in the evening, it should have been my watch upon deck at 2 A.M., but one of our men, named George Fifer, having stopped ashore, my watch came on at 12. As I was walking backwards and forwards on the starboard main-deck, a man appeared on the larboard gangway.

"Where have you sprung from?" said I.

"I have just come alongside in a canoe," replied he. "Where's Fifer?"

"He has not come on board to-night," I told him.

The man replied, that Fifer had appointed to be there; but he never returned to the ship. He and the man in the canoe both belonged to a man of war in England, when the man was transported for robbing a bum-boat at Spithead.

Sometime afterwards, I was one day sent to a butcher's shop for some beef. A gentleman who was

there said, "you must wait, for my man is away."

But I took up the knife and steel, and replied,
"Sir, I can cut it up."

"Can you?"

"Yes, Sir."

"Then try."

So I quartered the beast, cut it up, weighed what I wanted, and reckoned it up at 2s. per pound.

"Boy," said he, "should you like to stop in this country?"

"Yes, sir," I replied.

"I will give you a pound a week for wages, and this woman to cook, wash and mend for you, and this house to live in. You will have no stock to buy, as it will all come from the farm. I, or one of my clerks, will visit you to examine your accounts. I shall be in company with your captain to night, and will speak to him respecting you."

So on board I went, but slept very little that night. A pound a week! thought I. I shall soon get plenty of money. At Boston I only had £10 a year, and here I am to have £52! Next morning I looked out for the captain coming on deck. At last he came aft.

"Sir," said I, "were you in company with Mr. Camberwell, the merchant, last night?"

"Yes, butcher," replied he.

"What sort of a character did you give me?"

"A very good one."

"Thank you, sir, I hope you will let me stop. He has offered me a pound a week."

“No, butcher, I can’t let you stop. What did you tell me, when you came on board, in London?”

“I told you the truth, that I ran away from Boston.”

“Yes, and you bound yourself apprentice to me for three years. If I leave you in a foreign country, excepting the ship is lost, your friends, by applying to the owners for you when I get home, would make them liable to a penalty of £500.

“Oh, sir, I will sign any document you wish, that it is my own act.”

“No! no! butcher, that won’t do. Get into the boat; I’m going on board that ship, to hear what news from England.”

I was very much cast down, but went on board and came back with the captain, who sent me down below with a bundle of papers he had borrowed. In laying them on the table, I saw a paragraph headed “Boston, Lincolnshire,” and stopped to read it. The captain came down and said, “Now, butcher, what do you see?”

I told him I saw an account, that on November 10th, 1810, there was a high tide at Boston and a heavy gale of wind, when the banks broke, and a great deal of damage was done. We had the gale at Hobart Town on the 11th, when the American ship was driven on shore.

Nothing more occurred here, until the first week in April, when we were to sail. A few days before us, another ship had left the harbour. At that time the convicts had liberty-tickets for three months, but all who had them were compelled to appear at the nearest

church every Sunday. One of these convicts, after appearing at church on the Sunday before we started, came down to Sydney, and then on board of our ship. By chance I saw a man named Archer going down into the hold with some bread, and asked him what he was up to. He told me; but begged I would not say a word.

About 8, A.M., a boat came alongside, and the officer inquired whether the captain was on board; for he said there were two convicts, with liberty tickets, who had not made their appearance the last two Sundays.

The captain ordered all hands to be turned up on deck, and stated to the ship's company, if any one on board was discovered receiving or stowing away any convicts, they were liable to be transported for life. He also ordered the officers to overhaul the hold. Down below they went, and with small sharp rods of iron, they pricked between the casks: in about an hour they touched the poor fellow so sharply that he calls out.

"Pass me, and I will give you 90 guineas."

"No, we must have you upon deck."

Immediately the poor fellow was brought up, handcuffed, and away he was taken, to be sent either to the coal river or to work in the jail gang.

An examination then took place, before the captain and the officers from the shore, as to whether any of the crew were accessory, but no one was discovered. It afterwards appeared, the officers were not looking for this man, but for two who no doubt had made their escape the week before.

CHAPTER III.

FROM SYDNEY—SHIPWRECKED OFF THE COAST OF NEW GUINEA—IN OPEN BOATS TO TERNATE.

“Sunday sail, never fail,” is a common saying with sailors, though it did not turn out a very lucky voyage to us. On the first Sunday in April, 1811, we started into the Chinese sea, and caught a few more whales, but not near so large as those off New Zealand. A vessel then hove in sight which had been very successful off the island of Borneo, so we sailed there, and caught a few more small ones.

In setting up a lance, the boatswain cut across his wrist. We had no doctor on board, but within a week falling in with three whalers, one of which had, the boatswain was taken on board that ship, and though whalers do not generally like to be together, we agreed to keep company for a short time; but on the Sunday night after, it came on to blow such a gale of wind that at daylight next morning there was no ship in sight, and we thus left the boatswain.

After the storm came a calm. We caught three calf whales, but they were not fat, so produced little oil. Continuing calm, the captain determined to try

the drift of the current, which was done in this way :— a large iron pot was put overboard, with a quantity of lead in it. Fifty fathoms of line were then paid out, when a feather was fixed in it; then fifty fathoms more were paid out, and another feather fixed in, and so on until two hundred and fifty fathoms were out. It was then hauled in again, when the captain decided that we were drifting about a knot and-a-half per hour, which we continued doing for a fortnight. On Sunday, the 11th of August, the captain took a lunar observation, and I held the watch. After he had made his calculations, he said if the wind did not blow before to-morrow, he would alter our course, for we had drifted about one hundred and ninety-five miles during the fortnight.

In the evening it came on to blow. We took in our royal stunsail, top-gallant-sail, and single reef topsails. In the dog-watch, from six to eight, it was my watch upon deck, my wheel from ten to twelve, P.M., and second mate's watch. He laid upon the hen-coops talking to me about what we should do when we got home, after which I went to bed, but could not rest.

The man who slept above me grumbled out "What's the matter with you?"

"I don't know what's the matter," I said, "but I can't rest." I had the lamp in my berth, and amused myself with killing my bed-mates, until the place became rather too strong, when I turned out and ate some beef and bread; then tried to sleep again, but could not rest at all.

It appears we had drifted towards a reef of coral rocks, which rise like a wall perpendicularly out of the sea, but which at high water are always overflowed. About 2 o'clock, A.M., the ship went upon one of these rocks. I immediately jumped out of my berth, and ran upon deck, and said directly I arrived there, she would never get off only in pieces. A few minutes more brought every person in the vessel up, with countenances showing the danger and awfulness of our situation.

At daylight we sent out two kedges, or small anchors, to try to heave her off, but it was of no use. She canted over on the larboard side, and at high water rose up nearly straight again. On examining the depth of water, we found there were only about four feet on the larboard side, for about twice the length of the ship, whilst on the starboard side there was a depth of above two hundred and fifty fathoms.

As the oil was floating on the top of the water, we were certain that the ship's bottom was wrecked, and the ground-tier of casks stove in. Our worst fears were realized, for she was evidently fast on the top of a coral rock, and there were no hopes whatever of getting her off again.

After every effort had been tried, the captain calling all hands together, read over a paper, stating that there was no chance of saving the ship, which we all signed; we then made preparations for leaving her, collecting together our clothes, with all the fresh water, bread, meat, liquor, powder, cartridges, muskets, harpoons, lances, &c., that we could stow.

We had three good boats and one old one, and on Monday evening, at 8 P.M., we left the ship, and went to a small sand-island inside the reef of rocks, on which a tent was soon knocked up with the sails and oars, but I remained in the boat to sleep. During the night, the wind began to blow, and the tide having risen, the boat floated off the sand-island, so that when I awoke I found myself all adrift. I had a strong set-to in pushing her over the ridge again, which at last I effected ; and having made all secure, I lighted a fire, got the water to boil, and woke the captain, who was very pleased that I was safe when I told him I had been floating away.

"Is no one up but you, butcher? said he.

"No, sir," I replied, "but if you can find some tea and sugar, I will wake all hands, and get something to eat and drink."

The sand-island was about thirty yards long, and ten yards wide at high water ; and we discovered on it the bow of a long boat, and the cover of a large earthenware soup tureen, making it certain that some other ship had before been cast away on the same rock.

The captain said we were one hundred and ninety-five miles from any land, except the rocks we were upon, and that the nearest point was the Island of New Guinea, a large island in the South Pacific ocean, to the north of New Holland, from which it is separated by Endeavour Strait. He recommended that we should break up the old boat, and put the planks on the bows and sterns of the other boats.

Having divided the provisions, we left the rocks on Wednesday morning. The nights were dark, so we had a line from each boat. Our allowance was three half-pints of water, with a small quantity of biscuit and raw salt beef or pork each day, and a glass of rum every night.

I was in the chief mate's boat, and on Sunday, when he was reading prayers, some one got sight of land. On Monday night, a terrible peal of thunder broke over us, followed with fearful lightning, and it rained in torrents. To prevent separation during the storm, the second mate proposed the following plan for the three boats to ride by.

A large iron pot half-full of lead, fastened to the cable, was put overboard. Then about thirty fathoms of line were paid out, the lug-sail tack and sheet being made fast to the cable, as well as the yard and yard-arms, and that answered well. There was one man with an oar to steer, to keep the boat's head to sea, and as it was running mountains high another was bailing out the water all night.

On Tuesday, P.M., we started off again, and at night came to a small island, but there was no fresh water, so we cast anchor and served out provisions. I was carver, and a Yorkshireman took me to task, because he said I did not serve out the meat fairly, share and share alike. It was a breast of salt pork, and each man had a rib, but the Yorkshireman swore that my rib of pork had one-third more meat on it than those next it, being cut with the meat that belonged to the others on both sides.

On Wednesday morning, we pulled to an island off Guinea, but could not row close to the shore on account of the rocks ; so six of us left the boat, and tried to get there, leaving one lad on board. All the bread we had left was in a tin pie-dish, and in putting it on the stern of the boat to dry, he unluckily upset it overboard. We could not reach the land, and when we returned to the boat, the boy was picking up the bits of bread out of the water. In coming back to the boat I narrowly escaped being drowned. Springing from the point of one rock to another, I slipped into deep water, and, as I could not swim, should have been lost but for immediate assistance.

When we got into the boat again, we agreed to pull as near as we could along the coast ; and about noon came to a beautiful river of fresh water, very like the river Trent. Having filled all our water utensils and bags, we thought we should like to cook some salt meat, so the captain took his telescope to look out for a place to land. He soon saw one, but told us we must take care and mind the natives. It was agreed, that the second mate's boat and crew should go to the shore, and make a fire, whilst the captain was to lay upon his oars at a short distance, and we were to remain at a still longer distance off, that we might see the natives coming all along the beach. A fire had not long been lighted before the natives made their appearance, so a signal was given to "up pot, and come off into the sea."

We continued pulling along the coast till we came

round to a point of land where there were a number of bamboo huts. On perceiving us, the natives manned their canoes, and came alongside of us with their bows, arrows, and spears, but before they got to us we had covered our muskets, harpoons and lances. Finding our arms thus hidden, when they arrived and examined the boats, they showed displeasure, and made signs that we were deceitful. We tried to make them understand that we had lost our "*capelli*," or ship. After a short time, we succeeded in procuring some fruit from them, and, as soon as we could, we left them, though we felt it was not safe to do so too abruptly.

We still kept on the coast, and the same night noticed several fires on shore, which appeared to be signals. The next day we came to a beautiful bay, and heard fowls and pigs very near. Now, the same caution was again necessary in landing. The second mate first, and the captain following. In pulling up the bay, the captain received a spear through the fleshy part of his arm. It was ragged both ways, so that it tore the flesh more in pulling it out than it did when it went in. We tried to fire off our muskets, but they had been wet so long they were useless.

So out we pulled to sea again, but the next day, venturing towards the shore, we saw a large prow mounting about a dozen swivels, having armed men with muskets and bayonets, presenting an appearance too formidable to give us a chance of going there; and as it was now evident that signals had been made along the whole

coast to oppose us, we had no chance of landing on the island of New Guinea.

The captain then concluded we had better make for the island of Ternate, which had been lately taken by the English from the Dutch ; so we once more started to sea, but very short of provisions, and sailed and pulled on till we were tired and nearly worn out.

One night, having neglected the line from one boat to the other, at daylight there was no captain's boat in sight ; but we kept on till evening, when the second mate said " Let us pull both boats ashore ; there are hundreds of small islands in the Indian ocean." So we pulled ashore, where we soon knocked up a fire. I then cut up some salt meat, and as we found several large conch shell-fish, we got those whose shells could be broken, and put the fish and meat together into the pot. The second mate and I then tried to shoot some birds in a wood close by, but strolled about and only got one. What it was we did not know, but we made our way back to the boats, skinned it, and put it into the pot with the fish and meat, making a first-rate mess and a good " tuck-in " for the whole fourteen of us, after which we slept well.

At daylight next morning, we finished the food, and commenced pulling away, but had not been long out before a sail hove in sight. We thought it was the captain, but soon discovered our mistake. It proved to be an armed vessel called a prow. They chased us till 2 P.M., and then another sail came in sight, to which we made, and it proved to be the captain. The

prow continued the chase until a land-breeze sprung up, when we set our sails and left her.

The next night we took care to have the line all right from one boat to the other. The captain had not been so fortunate on the night previous as we had. He and his companions landed on an island, but failed in procuring anything to eat.

We kept on till we came in sight of Mose Island, and perceiving fires there, we thought it would be better to stop for daylight. At daylight there was no second mate's boat in sight, but the other two boats were pulled in for the shore, and we went up a small creek to the town, where there were some sentries placed opposite the governor's house. One of them made signs to us. We told him we had lost our ship, and made signs that we were very hungry; but as the natives began to pry too closely about our boats, we thought it wise to stand out to sea again, there appearing no chance of trading with them or procuring assistance.

It was a beautiful morning, and the sea as smooth as glass. Two girls, and to all appearance, their mother, came out to us in a canoe, with some turtle ready cooked; so we made signs for them to taste, for we were afraid it might be poisoned. They ate of it, and we then gave them a barrel of cartridges for some, which was very acceptable.

I never saw turtle speared by the natives before, and it being a fine morning we remained some time looking at them. By-and-by, a canoe came to us with three small live turtles, for which we bargained, and then

started for the island of Gillolo, the largest of the Molucca, or Spice islands. Except Gillolo, they produce neither corn, rice, nor cattle; but they have oranges, lemons and other fruits, and are most remarkable for spices especially cloves and nutmegs.

Through not paying proper attention, at 12 A.M., the captain discovered we were on the wrong side of the island, so had to about boats; and as there was a strong current close in-shore it was very hard work to get round the point of land. Still no second mate's boat in sight.

In the evening, the captain looked out for a beach to land on, to cook a turtle which we had killed. Turtles are very numerous on some of the small islands here. One night we went on shore and caught three very large ones. They travel slowly on land, and when we saw one we turned it on its back, from which position they cannot move. They go inland at night to feed, and return into the sea before daylight. Their eggs are deposited in a hole in the sand, and in one of these nests we found two buckets full of eggs.

As there was a great deal of surf on, the chief mate's boat was to lie at anchor at a short distance, and a line was cast from the boat to the shore in order to get safely through. They cooked the soup, and a kettle-full was sent to me and another man who remained in the boat all night. We enjoyed the soup very much, and then laid down in the boat bottom and went to sleep.

The next morning, we ate the remainder of the soup,

and the captain coming off, we started along the coast again. We had only just got out, when we fell in with another large prow, pulling one tier of paddles, one tier of oars, and one tier of large sweeps, having four men to a sweep, and mounting about 40 swivels. She had about 100 hands on board, and there was a beautiful large canoe, with a handsome awning containing the officers, close behind. Now, we would rather have been rid of such company at such a time, but dare not attempt to quit them too suddenly. We tried to make them understand there was another boat's crew belonging to us, which appeared to be the reason they did not take us, for we then left them, after being detained about half an hour, but they never sailed away till we were out of sight. We all expected to be bottled off that time. At night we beached both boats, and cooked the other two turtles, with all the meat we had, which was a very small quantity. After partaking of our supper, we went to sleep under a beautiful tree till morning. It was a fine morning, and we ate up the remaining food, and finished the rum.

Not a bit or drop of anything was left on the nineteenth night. We pulled along the coast, and came to the town of Osso, where we beached both boats, but Wilkinson and I remained with them, for he said "Butcher, we'll stop, or the natives will steal everything out of the boats." So all the rest of the men went up with the captain and mate to the governor's house. The natives wanted us to go too, but we would not. We made signs to them who came for us, that

if we left the boats, the natives would steal everything out of them; so they went back, and the deputy-governor sent some rollers down, for the boats to be hauled on to the governor's yard. At the entrances there stood sentries with muskets. The boats were hauled under cover, and then we were shown into a room, where the captain and all hands were, so we sat down and had some good tea, with bread of their own making. We remained there very contented, when, three days after our arrival, a native came from the other side of the island, to tell the deputy-governor that they had taken seven white men prisoners for stealing a pig; and this messenger was sent to know what they were to be done with. We made them understand that they belonged to us, and were making their way to Ternate; so he was ordered to go back and set them at liberty.

The captain left our two boats at Osso, and arranged to go in a prow which was proceeding to Ternate. Before leaving Osso, we killed two goats, and cooked them with some rice. Fruit and cocoa nuts were plentiful there, and we had been about eight days when the prow was ready for sea.

There were fourteen of us and about thirty Malays on board. We started one evening, and pulled along the coast, but made very little head-way. At daylight we went on shore, and the Malays gave us to understand that we must look out for food for ourselves; so we got a ripe cocoa nut, which we scraped very fine, some bread fruit, and the milk of a green cocoa nut,

and mixed them together. We then got some bamboo canes, about as thick as my arm, which we filled with the paste we had made, and fixing some stakes into the ground, with two long pieces of wood across, we laid the bamboos upon them, then lighted a fire underneath, and as the bamboos burned, we kept turning them until the bread was baked all round. The bread was then taken out, and eaten with any kind of fruit that could be procured, with the milk of green coconuts for drink; and so we went on day-by-day. In the hottest part of the day, we went into the woods out of the sun, whilst at night we pulled along the coast, but it was very slow work.

One night one of the Malays made me understand, that if I would go in-land with him, he thought he could find at the place they stopped at, some *babafoso* or *corobo*, meaning pork or beef.

Pigs run wild on the island. To catch them, the natives pare the sward off a piece of land, and dig a deep hole, then putting some light sticks across the top and placing the grass on them, they drive the wild pigs over it, and in they tumble. A rope is afterwards fixed round their necks to pull them out of the hole; then their heads are cut off, the carcasses quartered, and they are baked over the fire, in the same way as the bread. What is required is eaten at the time, and the remainder put in a hole, with a mark over it. The Malay started in search of these marks, but I would not go with him, and he came back with part of a leg of pork. I turned to, and ate heartily, without either bread, salt,

or anything to it, and not being particularly fresh, I really thought for two days it would have purged me to death.

After a while, we came to a narrow part of the island, across which we started to walk, and then found the island of Ternate in sight. The captain and mate, with some of the Malays, went over first, and the Malays then came back to take us. We arrived safe; and when, walking up the beach towards the town, we heard the sentinel call out "Who comes there?" the sensation caused by hearing a fresh human voice in our own tongue, appeared, in our situation, to thrill through the whole frame. The sentinel then continued

"You must walk with me to the governor's house."

The governor came to the window: and having heard our story from the captain, directed the sentry to take us to an empty house, which a respectable Dutch family had lately occupied; then to go to the storehouse and get us each a pound of rice and a pound of salt pork, (which I think had been in the storehouse about twenty years, as it was as hard as wood,) and half a pint of arrack. In the meantime our cooper, who was in the second mate's boat, came to us, and told us that their crew had arrived eight days before us, and that the second mate had sold the boat for 70 dollars, and gone to Amboyna.

Ternate is one of the Molucca islands, lying to the west of Gillolo. It abounds in cocoa nuts, bananas, citrons, oranges, almonds and other fruits proper to the climate. There are also a great number of birds of paradise. It is in the possession of the Dutch, from

whom it was taken by the British in 1810, but restored with their other Indian possessions in 1814.

We had now been thirty-five days cast away, and soon began to devour raw pork and rice ; after which I took a quantity of rice to the bazaar, where all the different productions of the country were bought and sold, exchanging it for some potatoes and some eggs, and after I returned, we enjoyed ourselves very much.



CHAPTER IV.

FROM TERNATE—CRUISE TO GUNONG-TELLA—TO AMBOY-
NA—PRESSED AT BATAVIA—TAKING OF BULEMBANG—
IN THE HOSPITAL SHIP, WILHELMINA.

A small brig at Ternate, was fitting out to go to Gunong-Tella, in the island of Celebes, for beasts for the troops of the East India Company. She wanted a crew, and one of our men having shipped as mate, I and three other boys also joined. The captain called himself an American, but we afterwards discovered him to be Irish. Our old captain advised us not to go, for he said we were well maintained where we were, and if a ship came that was going to Amboyna, or Java, we should have a better chance of getting a passage home; but, thinking we should get some money to buy clothes with, as we were in a most desperate condition, we shipped again on the third day after our arrival.

Before we sailed, the captain gave each of us a book to keep a log in. Our crew consisted of captain, mate, we four boys, a Dutchman, and about 20 Malays. We soon found out our mistake in joining, as the living was very poor, and the captain a drunken tyrant. Our meals consisted of boiled rice twice a-day, poured

hot out of the copper into a bucket, which we four boys used to sit round, and those who could bear their hands in the hottest got the most. We had also some arrack at night, but very little of anything else. Boiled rice is the chief food of the Malays generally.

Besides the bad living, we were altogether harshly treated. Every morning the decks were washed, and top-gallant yards and masts sent up and down night and morning, whilst in harbour, the same as in a man-of-war. The captain often flogged the Malays, and appearing inclined to do the same to us, we four boys told the mate to let him know, that if ever he attempted to flog either of us, for not being smart enough in sending the yard up or down, we should turn again. It was plain the next morning that the mate had spoken to him, for when two of us were coming down the fore-rigging, he came forward with a rope's-end in his hand. We snatched up a handspike, and told him, if he struck one of us we would knock him down. He directly left us, and went aft; and we again requested the mate to tell him that we had made up our minds not to be flogged.

Arrived at Gunong-Tella, the captain occasionally went on shore, and we English boys had always to row him there and back. While on shore we went to the bazaar, where young boys and girls were regularly offered for sale. The prices for them varied from 13s. to 20s. each!

We now began to take in our beasts, which were driven into the water and made to swim alongside the ship, when they were hoisted on board. Forty were

put into the hold, twenty-two between decks, and eighteen upon deck. We also took in a stock of banana and plaintain trees for them to eat.

The captain bought four girls, and we then set sail again. I had to overlook the Malays who fed the beasts, and thought we might live a little better going back; so one morning when a beast was found dead in the hold, we soon lowered the blocks and hauled him upon deck. Although very poor, there was a little meat about the thighs, and the beef was a decided improvement to the rice when boiled with it.

We returned to Ternate, and having discharged our cargo, the three boys and the mate went ashore, whilst I remained on board. The mate and the captain having quarrelled, the latter gave me orders about what was to be done, and delivering the keys to me, said I was to act as mate, so for three days I got on very well.

Our vessel was then ordered to Menado, for rice and fowls, when the captain again shipped the mate and the three boys. Having sold two of his girls at Ternate, he kept the other two, and set sail. The captain's conduct continued very bad, and he was much given to drink. There was a Lascar on board, a passenger, very lame, who was most cruelly treated; and I often stole part of the captain's dinner to give to him, for he was pining. The Dutchman we had on board, was the captain's cook. One day the captain had him seized to the rigging and flogged, and the next morning there was something wrong, for the poor cook attempted to cut his throat, but did not effect his purpose.

We were carrying on all sail one evening, and the captain was down drunk on the quarter-deck, when the mate told him we should carry away our top-mast, if we did not shorten sail. "Carry on," said he, "the Company has plenty more."

The Lascar, who was below in the hold, then sent word that she had sprung a leak, and directly after, away went both top-masts. I ran up into the main-top, and cutting away the rigging, got one top-gallant yard and sail on board, and cut all the rest away. We had to keep pumping all night, and next morning the storm abating we altered our course. As Menado laid to the windward of us, we steered for Amboyna, and the Lascar, who was ill on board, was passed into another ship that was bound for Menado. He was a respectable young man, and having paid a good price for his passage, ought to have lived in the captain's cabin, and intended to have prosecuted him for damages when we reached Menado, but was thus frustrated.

Having arrived at Amboyna and put into the harbour, the officers from ashore came on board, when the captain told them we had had such dreadful weather that both masts were lost, and the vessel having sprung a leak, we were obliged to run in there. They said the ship should be examined, and stores sent on board.

Immediately after the officers left, the captain went ashore, and the mate followed in the evening. Captain Dagg was there, with several of the old crew, but the mate and Black Peter, a sailor, were dead and buried. John Payne had left, having got a ship and gone as supercargo.

In the morning, when I went on shore, I was surprised to see on a sign "Mr. Perry's Boot and Shoe Establishment, lately from England." Old Perry, the convict, who was working his passage home with us, had opened this establishment. He had got the East India Company to let him have part of an old stock from their stores, and agreed to polish and brighten them up, for a commission on what he sold, and was to pay once a month. But when the Company discovered he was a returned convict, they dissolved partnership, but "Mr. Perry" did very well whilst in their service.

I met our old captain and the mate, who had informed him of the ill-treatment we had received, and of the neglect respecting the ship. Breakfasted at the bazaar, and then returned on board, the captain coming shortly after. He said the mate would be on board soon, when they were to settle. He paid us our wages, and told me the Company were about to fit-out the ship again, and if I liked I could be mate. Having learned to talk Malay pretty well I agreed. He had already got possession of the other two boys' log-books, and asked me for mine. I told him the mate had taken it on shore, when he replied "That's a very bad job."

The next morning, I took the captain ashore, when he disappeared altogether. I afterwards met the mate, who asked where the captain was; for he said he was to be examined at 11 o'clock, before the magistrates and the Company's officers about his ill-treatment of the crew, and the neglect of the ship. Our old cap-

tain had laid the information on the evidence of the mate and my log, but the American-Irishman never appeared.

A Company's ship, the *Matilda*, 800 tons burden, came into the harbour, and I went to work on board of her. We here spent Christmas Day, 1811, but poor unlucky I was lame of my right ankle, having injured it during the voyage while setting a lower stunsail; and continuing at work for a few days without paying attention to it, it was so bad I could scarcely walk. The soldiers invited our crew to dine on shore, but I could not accompany them, and lay all day upon some bags of rice. The chief mate took pity on me though, and gave me some meat and bread, but it was a very dull Christmas in 1811.

The captain and second mate got a ship, one man remained, and when the *Matilda* left Amboyna, the remainder of our old crew begged a passage to Batavia, in the island of Java, with provisions of one pound of rice per day for each man. A surgeon in the East India Company's service was on board, who attended to my leg, and was very kind to me. His servant, a young Malay, was anxious to speak English, so we sat up for nights together teaching each other. As the ship was passing through Timoor Straits, he gave me a Malay fowl, which I dressed and cooked, and enjoyed very much. A master's mate also, who belonged to the navy, often gave us a little liquor and tobacco, and assisted by his humane conduct to lessen the misery of our present situation. After a long and tedious passage,

we at length arrived at Batavia, and anchored about twenty miles from the town.

The surgeon went on shore, with a sailor dressed as his servant, who was to ascertain if there were any men-of-war in port, for we did not wish to be pressed. I was very lame, and the surgeon told me to remain on board till he sent for me with his stores. The mate had the key of his cabin, and he arranged that when I had got everything on shore, and put up his waggon, his servant and I were to drive in a light conveyance to his home, where he said I was to remain till I was well; and afterwards, if we could agree, I might stop with him, and manage the stock on his farm, this being another fine opportunity for me.

Next morning the news came that no men-of-war were in, so we might stand upon deck; and we also heard that captains of ships were giving as much as £60 for the run home.

The chief mate wanting some work done to the ship, agreed with a few of our men to remain and perform it, whilst the others went on shore. Amongst those who went ashore was Perry, the convict, who started the "shoe establishment" at Amboyna, where he contrived to get rigged-out in complete style. Just before we arrived, an American ship was lost, and Perry hearing of the circumstance, immediately left his companions, took up his abode at the first hotel in the place, and hailed as the American captain. He was a most practised swindler, and carried on a rare business amongst the young officers, and contrived to draw lots of cash

from them by means of cards, billiards, draughts and every species of gambling.

There were two Company's cruisers lying at Batavia, one of them being the Tynmouth. The master's mate, whose name was Elgin, went to the captain of the Tynmouth, and told him there were some sailors on board the Matilda ; that he was to fetch them out of her, and keep them till the Bucephalus frigate arrived, which was expected shortly. Here was a pretty job, and an end of my fine opportunity in Batavia.

The first mate knocked the hands upon deck, and there was the first lieutenant, with a cutter alongside, to take us away. He said Mr. Elgin, the master's mate, in the British name, had given us into his charge ; but we refused to move. He then left us, but returned with another boat's crew, and twenty armed men.

"Now, men," said he, "if you will go quietly, I will take you ; if not, I must force you." The chief mate told us we had better go ; and so we were all taken on board the Tynmouth, but I could scarcely walk. The next morning the captain called us aft, and said that as Mr. Elgin had given the command, he dare not keep us, but must give us up to the first man-of-war that came in.

Now, when Crisswell Payne, one of the young men who sailed with me from London, heard the first lieutenant's name on board the Tynmouth, he said,

"Why, that young man comes from Ashford." So he went up to him, saying

"Sir, I think I know your friends. I come from

Ashford, in Kent. My father is a grocer, soap manufacturer, and tallow chandler, by the name of Payne."

"Indeed," said the lieutenant, "are you one of Payne's sons?"

"Yes, sir."

"I will speak to you again after dinner," replied the lieutenant.

Crisswell at once came forward, and told me he was going to see the lieutenant in the cabin after dinner, and said, "you may as well go with me, and pass for my brother John; we shall get something to drink." So after dinner down we both went.

"Well," said the lieutenant, "who is this young man?"

"My brother John," replied Crisswell.

"Indeed," returned the lieutenant, "how is it you have both got out here?"

We told him that we had been rather unsteady, and that our parents thought a South Sea voyage would perhaps improve us; that we had been on a visit to uncle Luttrell, at Paramatta, but, in returning, had lost our ship; had been nineteen days on the sea in an open boat, and were now ourselves nearly broken up.

Before we left him, the first lieutenant remarked, "if you like to ship as midshipmen in the East India service, my captain will take one of you, and the other cruiser that lays there will take the other."

We got some grog, and told him we would consider of it. The next morning, he said

"Well, what do you say?"

One of us replied, "We talked the matter over last night, sir; and don't feel ourselves in a position to ship as officers. We have neither money nor clothes, and could not appear respectable."

"Very well," said he.

In the evening he again invited us below, and made us another offer.

"Well, my lads," he said, "it appears you want a little assistance. I am ready to help you. I will advance you £50 each, on a note drawn upon your father for £100; and that will serve to get you both a good outfit."

We were afraid to carry on any longer, so we said "We are extremely obliged to you for your generous offer, sir; but if we enter the Company's service, we shall be compelled to remain out, and being quite tired of sea, we will go on board the *Bucephalus* frigate, and when we get home our friends must buy us off."

We remained with him a short time, and after again thanking him for his offer, it was decided we were to join the frigate.

The doctor attended to me very well, but in a day or two the frigate came in, and we were taken on board in the evening. As soon as we got below, a man accosted me, "George Miller from Frieston," said he. I looked round and recognized William Mason, from the same place, so I had found another companion. He was a soldier, and soon got some liquor, of which we both had quite enough that night.

After breakfast next morning, we were ordered upon

deck, and a pretty appearance we cut. Ever since we were at Gillolo with the Malays, our persons and clothes had become covered and infested with fine hopping animals of remarkable size and dexterity. We had no shoes or stockings on, and had never been shaved or had our hair cut for eight months. As I walked up, I heard the captain say "that fellow looks as if he was a wild one." I thought to myself, I doubt I am not wild enough for you to send me ashore.

"Well, my lad," said he to me, "what are you?"

"I am a butcher by trade, sir."

"What's the matter with your leg?"

"I got it hurt whilst setting a lower stunsail," and heard the doctor say, "It will soon be better."

The captain ordered us to be shaved and cleaned, and then asked "When and where were you cast away?"

"On the 12th of August last," said I, "about a hundred and ninety-five miles north of the coast of New Guinea, and we've had a rough eight months of it."

We were then sent down below, and I had the doctor, who ordered his mate to wash the sore; to put a plaster on it, and to give me a pill, and said it would soon be well. I kept doctoring and pill-taking for a long time, but was no better, so he had me put into the sick bay with a sentry over me, to prevent me doing anything to it; and as my leg would'nt get better, as a punishment, he made me grind mercurial ointment with a pestle and mortar for days together. He wanted to take it off, and as I would not consent, he sent me to my duty as incurable. Fortunately for me, we shortly fell in

with the Phoenix frigate. She was the commodore's ship, but having a junior doctor on board, they signalled to exchange, so Dr. Dixon went on board of her, and we had the junior.

The first morning the new doctor attended, I thought I would not go to him with the other sick, of which there were about ninety, ill with fever, ague, liver complaints, and lame; but the next morning, when they had all been examined, I hobbled in.

"What's the matter with you?" said he.

"I've got a bad leg, sir," replied I.

"You did not attend yesterday morning?"

"No, sir; I was at my duty, and had not an opportunity."

The doctor's mate here told him I had a dreadful bad leg, and that Dr. Dixon wanted to take it off.

Looking surprised, the doctor turned to me and said, "What are you doing at your duty with a leg like that? Now, my man, get yourself cleaned. I shall excuse you from duty, and shall allow you half a pint of wine per day."

"Thank you, sir," thinking that was exactly what I wanted.

I had not been below long before I was called aft to the first lieutenant—

"What are you doing below?"

"I am excused from duty, sir."

"Doctor," said he, "have you excused this man?"

"I have," replied he. "It was a disgrace to Dr. Dixon to treat a man in the way he has been treated

His leg continues bad through the length of time he has been knocking about, and want of proper support. He must have all the nourishment and rest I can give him," and turning to me, added "Now go below, my man."

"Thank you, sir."

After Mr. Elgin had given the information which caused us to be boxed up on board the Tynmouth, he went on shore, and there remained, though according to the rules of the service, when the *Bucephalus* frigate arrived, he ought to have made his appearance on board of that ship. Captain Drury, of the *Bucephalus*, hearing he was on shore, and gaining some knowledge of the proceedings of Mr. Perry, sent a boat's crew to secure them.

When Elgin was brought on board, he was in a very distressed state, having spent all his money, and pawned his clothes; and after it became known how he had treated us, he was much disliked, being looked upon with suspicion by both officers and men, as they all considered he ought not to have interfered with us in our then distressed condition; but whatever his fault he certainly got into sad disgrace afterwards. At Pulo-Penang he was found guilty of aiding and assisting some men who had been pressed to escape, and was then clapped into irons and brought to England a prisoner. So reduced had he become, and was in such a pitiable state, that I often washed his shirt for him during the passage, to make him a little comfortable.

The *Phoenix* and *Bucephalus* frigates, the *Barra-couta* brig-of-war, and a transport, next sailed to take

possession of Palembang (or Bulembang), in Sumatra. We had no difficulty in accomplishing the object, as the guns of the fort were spiked and the inhabitants had fled; but the prizes we took were very considerable, consisting of much gold and silver with several brass guns.

The population of Palembang was about 25,000, the town being on the coast. The chief articles of export are gold, tin, pepper, ivory, wax, rue, silk, &c. The most respectable of the inhabitants reside chiefly on the water, in houses built upon piles, the tide flowing under them; and those who can afford to have boats, row up and down the streets, making it more pleasant and healthy than living further inland.

We sailed from Palembang to Malacca, where our ship ran ashore, but was got off the next day, with little or no damage: we then made for Pulo-Penang, or Prince of Wales' Island, where there laid the *Wilhelmina*, a hospital ship, and about ninety-five sick and lame were sent on board of her. The doctor lived on shore, and used to attend about 5 A.M., but his mate was on board. The first morning I stopped till the last, and then stepping forward, unbound my leg.

"Why, you have got a dreadful bad leg. How long has it been bad?"

"I knocked a piece of skin off the ankle about twelve months since. A doctor on board of the *Matilda*, East Indiaman, attended it first; then one on board the *Tynmouth*, Company's cruiser; then Dr. Dixon; and after him, the doctor from the *Phoenix* frigate, and now I am come here, sir."

"Give it a wash," said he, "and put a plaster over it. I will consider what to do with it to-morrow."

The next morning, I waited again till last, and then walked up to the doctor, who ordered me to sit down. The doctor's mate then held my leg, which had swollen up all round the ankle, tight between his, whilst the doctor slipping a lancet into it, cut a slice off all round, and then rubbed it with a stick of caustic; after which I went to my cot on my hands and bottom, and crying myself to sleep, did not awake till after dinner-time. The next two mornings I underwent the same operation, and it afterwards mended very fast. We were here well attended to, lived well, and had comfortable cots to sleep in.

One of the boys who left London with me, died here, and I had not then one of my old companions left.

In the meantime, the *Bucephalus* frigate had gone to Bombay, to be overhauled and trimmed out for her passage home.

With the treatment received here, I soon got sound and hearty. Shortly after my recovery, a report was circulated that some pirates were in the neighbourhood, and the hands were all turned up for volunteers to go in the night to cut them out. I went for one, with about fifty others, and it was a fortunate thing for us the pirates sailed the night before, for we learned from the natives that they were very numerous, having one prow mounting 40 swivels, and we should most assuredly have been all murdered had they remained.

CHAPTER V.

**PULO-PENANG—DRAFTED ON BOARD THE CLORINDE—TO
MADEAS IN THE OWEN GLENDOWER—FROM MADRAS
TO TRINCOMALEE—JOIN THE BUCEPHALUS FRIGATE
—TO POINT-DE-GALLE, CEYLON—WITH A CONVOY
TO ENGLAND—DEATH OF EVISON.**

I went on shore two days at Pulo-Penang, and found the scenery from the tops of the mountains most beautiful. This island was purchased of the king of Queda by the East India Company, who formed a settlement here in 1786; and, five years after, Georgetown, its capital, was established as a seaport.

A fire broke out whilst we were here. The ships in the harbour had to move out, and all the spare hands were sent on shore to assist in extinguishing the flames. The admiral's house, the jail, and a few public buildings, were built of stone and brick, but the remainder of the town was constructed of bamboo and wood of different kinds. The fire, which began about 2 P.M., continued raging for eight hours, till a large portion of the town was consumed. Next morning, when we went on shore, there was no bread nor anything to be procured, and the inhabitants were all adrift; but our hands who assisted at the fire each received a small sum of money for their help.

When we were in the *Bucephalus* frigate, provisions being scarce, the crew had a short allowance, living on what is called "6 upon 4," which means, that six men receive only the regular allowance of four. This is a common practice in the navy, but when they arrive in port the men are paid the difference of the cost. We here received the money, which enabled me to treat myself with a few pine apples, and other kinds of most delicious fruits, during the time I was on board the *Wilhelmina*.

I had been here about five months, when the *Clorinde* frigate arrived, and we were drafted on board of her, Captain Sayer, commander. A good captain makes a good ship's company, which was the case in this ship. Every man was kindly and considerately treated, and his comforts attended to in every respect, whilst with all this kindness the strictest discipline was maintained, for there was better order kept in her than in any other ship I was in, every man and officer appearing to be excited to do his best. There was no flogging on board of her.

A young midshipman was sent to this vessel from another ship, and the first morning he was on duty he appeared with a cane in his hand. Immediately Captain Sayer saw him, he called out "What are you doing with that cane, sir?"

"It's to give the men a cut with, if they won't do their duty, sir," replied the young gentleman.

"Heave it overboard," said the captain, "I don't allow any one to punish my men but myself."

In addition to the usual allowance of rum, in the dog-watch (from 6 to 8 p. m.), all hands were allowed a pint of cobbler-punch, a mixture of lime-juice, sugar and water, which was very refreshing, and what I never had in any other ship.

On Sundays and Thursdays, we were all arranged in two rows between-decks with clean shirts on, and the collars turned down that the captain might see if they were so ; and as he walked down between us, he kept saying, " Now, men, any complaint to make with either provisions or officers, if so, tell me."

Some evenings, for amusement, we had plays performed ; and on others, large blocks and falls were lashed to the main and fore yards, and a large sail made fast with the tacks and sheets to the lower blocks, which sail was put overboard to bathe in. Though let down into the sea it was quite safe, but its changing positions, arising from the movements of those upon it, caused the greatest merriment. We had altogether a very comfortable passage from Pulo-Penang to Madras.

At Madras we were drafted on board the Owen Glendower, Sir Samuel Hood, commander. Here was a great change in the condition and treatment of the men. In harbour, the usual allowance of bread was a pound and-a-half per man ; but it was said the Owen Glendower had, in a gale of wind coming round the Cape, lost the half-pound weight overboard, as we afterwards in her had only a pound each man.

Everything on board was kept bright. The hoops

round the mess-kits, iron stanchions, ring-bolts, belaying pins, &c., all kept bright and untarnished, like an over-clean house that you are afraid to put your foot in.

Sailed from Madras to Trincomalee, to join our old ship, the *Bucephalus* frigate, which had undergone a thorough repair at Bombay. Arrived at Trincomalee, we were drafted on board the old ship, and I was very pleased to meet several of my old companions.

During the time we lay in harbour we had a most dreadful gale of wind, and struck our lower yards and top-mast in such a way as I never saw before.

From Trincomalee we sailed to Point-de-Galle, in the island of Ceylon, and from thence we were to go home with a convoy.

The water here is as clear as crystal, and the natives are extraordinary divers. It is a dangerous employment, but they procure large quantities of pearls from the bottom of rocks.

At the beginning of March, we sailed with a large fleet. Our frigate being the fastest sailer, when any vessels hove in sight, we had to make all sail to over-haul them, for the Americans were expected to be on the look-out for some of our homeward-bound ships.

We had got a change of officers in the frigate, and the new ones were very strict. Scarcely a day passed without a man being flogged for the most trivial causes, making everything aboard very different to what it was in the *Clorinde* under Captain Sayer.

In the dog-watch, from 6 to 8 P.M., we had to pipe all hands upon deck, man the rigging, away aloft, trace

up and lay out, reef topsails, man the halyards, hoist the yards up, square them, pipe the hands down below,—this was rather coarse work for the dog-watch of only two hours, and at night.

One day, the captain of the main-top said to a few of us tops-men, "If its fine to-morrow night, I will heave myself overboard ; some of you be ready to lower the boats to pick me up." A fine night it was, and when the old game began, to reef topsails, &c., there was a cry of "a man overboard." Lowered the boats, and we soon picked up the captain of the main-top.

The commodore made a signal "What are the boats doing down?" When an answer was returned, "A man going to reef topsails fell overboard."

Another signal was made directly, for us "Only to reef topsails when wanted—not to practice in the evening."

At 8 P.M., another game commenced. The usual plan in most ships is, at 8 P.M. to pipe the hammocks down ; but in this ship we were compelled to do it at every watch, up and down during the whole night, and only two minutes were allowed in the night to bring them upon deck, to give them each seven turns round, and stow them in the netting. We had no rest night or day, and though there was much dissatisfaction amongst the hands, it was no use grumbling, for a severe flogging followed any mistake, or the least dereliction of duty.

Under such treatment, no wonder the men took every opportunity of running away, and that there was a

difficulty in manning the navy; but a still greater cause of discontent was the difference of wages between the merchantman and the man-of-war. Able seamen, during the last war, only received 32s. per month, and ordinary seamen 30s., whilst, when I ran away, I got £4, which was the general pay in the merchant service.

But things are much better managed in the navy now, and there is every inducement offered for men to enter. The daily allowance is more liberal. Many new articles, such as vegetables, oatmeal, sugar, chocolate, tea, &c., are introduced, and great pains are taken to secure the best quality in all naval stores. Scarce a ship but what has a library and a schoolmaster aboard. The monthly pay is also increased to 50s., and when the pensions and other advantages are calculated, the man-of-war's man is now in a better position than the merchant seaman. The consequence is, there is no difficulty, in the present emergency, in obtaining men as volunteers to supply the additional numbers required for the navy.

In case of war, the sailor's share of prize-money will be in future larger than it has hitherto been, with a certainty of receiving it, which has not been the case previously. The prize-money taken at Palembang, up to the present time, has never been paid to the men, and there are many other cases in a similar position.

Only treat the British sailor honestly, fairly, and considerately, and there is no fear but that a plentiful number of sound hearts will always be found to

supply any quantity of men required for the service of the country, without resorting to the old iniquitous system of the press-gang, in the carrying out of which there have been numbers of instances of oppression, ill-treatment and crime, which have never been equalled by the cruellest case of slavery that ever existed. But the whole system is I hope dead, therefore let it be quietly buried in the heap of other nuisances past and gone.

There was one man on board who, being very dirty, was not allowed a hammock. A new officer joining us, happened to select this man (Billy Adams was his name, a poor, lost, half-witted fellow), to carry his hammock up and down. When Billy was bringing the hammock on deck, one of the fore-castle men said, "Bill, I thought you had no hammock."

"No," replied he, "it belongs to the new officer."

"Well," continued the man, "if they would not let me have one, I would take care not to carry one for any other person. I would give it a passage back to England."

So he hove it overboard—hammock, bed and bedding altogether. At 9 P.M., it was discovered by the officer that his hammock was missing. The next morning all hands were turned up, the grating rigged, and Bill was called to account for its absence. Having no better excuse to offer than that "as they had told him he had not sense to take care of one for himself, he thought he could not for another," he got a dozen for it.

The same man one day eat the inside of a pie, when the captain on board the *Wilhelmina* had a party in

his cabin ; so that when the pie was opened before the company there was nothing in it. Such characters as these are formed, in a great measure, by the system pursued towards them. It would have been impossible for a man like that to have lived in a ship with Captain Sayer without being improved, in the same way as he was made worse under extreme harsh treatment.

Arrived off the Cape of Good Hope, we received some sheep on board, and proceeded to St. Helena, where we had a severe gale. We ran thirteen knots in the hour, with no other sail set than the storm-staysail, and I believe one of the ships in the convoy was lost that night. At St. Helena, we shipped some invalid soldiers, and other vessels took in several large guns. Every preparation being made, in case we should fall in with the enemy, we sailed with a large convoy for England.

The Bucephalus being the fastest sailing ship in the fleet, we were ordered to take in tow a South-seaman, which was a bad sailer. If anything came in sight we let her go, making sail for the strange ship, and having signalled to the commodore, what ship it was, where from, and where bound to, had to fetch up the South-seaman again.

One Sunday morning, I and my mate, Robert Evison, washed and cleaned ourselves, and spent the watch upon deck, talking and reckoning of getting home again. He had a good property to come to, and devised several plans to be afterwards followed out, but to show how uncertain are all our contrivings, about half-past 8

the same night, having occasion to go in the fore-chains, he missed his hold, and fell into the sea. I was standing aft, and hove the main brace to him, though at that time I was not aware who it was. The ship was running eight knots an hour, so he was a long way astern before she could be brought to. A boat was lowered, but he was never seen again. Immediately afterwards all hands were turned up, when poor Evison proved to be missing.

On account of receiving so many invalids on board, the purser's steward wanted some one to assist him, besides, the men were living 6-upon-4 again. The purser applied to the first lieutenant, who inquired if he knew of any one suitable. He said, "there's a man who has been a butcher that will do." So I was sent for, and made assistant purser's steward on the spot, soon feeling all right and very comfortable.

Nothing more occurred till we arrived safe at Woolwich, when I wrote home to my mother, telling her of my arrival, and requesting her to inform Mrs. Evison of Robert's death.

We brought with us an immense quantity of gold and silver, taken at Palembang, which was landed at Sheerness. It was packed in several boxes, and each box had a line and buoy attached to it, so that if we had been wrecked, the buoys would have shewn where the gold was.

On the Sunday after our arrival, just after dinner, the word was passed upon deck for George Miller. When I went up, to my surprise there stood Mr. Evison,

an uncle of Robert's. I took him into the steward's room, and rather astonished him when I reached out the bottles, and asked him what kind of grog he would take; but I explained to him it was not usual for sailors to do so aboard, but that I had been lately assisting the purser's steward, and was at present in very good quarters.

He said he had come to see me about Robert's death, continuing, "you wrote home to your mother, and your letter is at Messrs. Tunnard and Rogerson's offices, but that is not enough. I want you to go home with me to make an affidavit. William has sold the estates about Boston, but cannot make the title good without your evidence, so I want you to go back with me."

"Well," I replied, "I'll call the captain's clerk, and ask him what it will cost to get me clear."

The clerk came, and told us it would perhaps cost 150 guineas, so when he was gone, I said, "Now, Mr. Evison, don't you spend so much money about me: I will run away as soon as I can, and if you give it me afterwards it will do me good."

After a glass or two of grog, he offered me ten pounds, which I refused, telling him I should only spend it, when he went ashore, and sent me two pounds back.

Being clear of the invalids, I had to return to my duty. Shoes were delivered out to those who had none, and we were sent to work in the dockyard. Not having worn shoes for three years, they felt so clumsy about my feet that I soon stowed them away.

CHAPTER VI.

DRAFTED ON BOARD THE DICTATOR—TO IRELAND, SPAIN,
AND HOLLAND—RETURN TO PORTSMOUTH—RUN AWAY
—IN TRANSPORT SERVICE TO FRANCE AND AMERICA.

About fifty of us were next sent down to Sheerness, and drafted on board the Dictator, 64 guns, a troop ship. Went first to Deal, then to Portsmouth, and from there to Cork, where we took in 800 recruits for Spain. In the Bay of Biscay we had a very heavy gale of wind, the troops being in a pitiable condition, lying about day and night dreadfully sick. They were disembarked at St. Sebastian, and we then sailed back to Portsmouth, after having shipped a quantity of lame and wounded soldiers, with some prisoners.

One morning, whilst at Spithead, I was very earnestly looking over the gangway at the surrounding shipping, when an officer coming behind me, said,

“Should you like to be yonder?”

“Where, sir?” I asked, in surprise.

“Why, aboard one of those transports. Well,” added he, “it is quite natural. If you get away, I would not know you should I ever see you. Do you belong to a boat?”

“No, sir.”

"Then I will put you in one." So calling the coxswain of one of the cutters, he ordered that I was to be one of the crew. He then asked where I came from, and when I told I had been in the South Sea trade, he remarked, "then you can pull a good oar," which I told him I could manage to do very well.

A boat was sent on shore with a sick man to Haslar Hospital, and I was one who helped to carry him on a grating. When we should have returned, the master's mate who was with us, thinking he should like to remain on shore awhile, told us to pull round to Point Beach, where he left us. He came back in the afternoon, but all the men could not then be found, and as it came on to blow hard, he took those who were there on board the guard-ship. The evening being fine, we went on shore again to seek the missing ones. Arrived there, I took a silk handkerchief off my neck, which I sold, and then ferried over to a house that I knew, where I slept. The next morning, I looked out for a ship, but could not find one to suit me. In the afternoon, I fell in with two of the boat's crew, and all being very hungry, I proposed to them that we should go to the captain, and tell him we were left on shore without money.

Off we started for the captain, and found him walking on the slabs between two other officers. I touched him on the shoulder, and related to him that the master's mate had left us all night on shore without money, and as we did not wish to run away, we had come to him for assistance.

"They are jolly good fellows," exclaimed the other officers, "and you ought to treat them handsomely."

The captain directly went to his inn, and commanded the steward to give us a beef-steak and a quart of ale a man. I told him the flag was up at Gosport for 1s. 6d., that being the sum charged by the boats to take any one to Spithead, so he ordered the steward also to give us 4s. 6d.

We got a "tuck-in" of beef steak, and bore down to Point Beach. When we got there, the flag was up to 2s. per head, so back we go to the steward to tell him that the 1s. 6d. each would keep us on shore all night; and if the weather was better in the morning, there would be some boats ashore, and he was to be sure to tell the captain that we should not run away.

We then went over to Gosport, and the landlord of the inn advised us to go to bed, which I did, but the other two remained up dancing and singing. The next morning, I soon heard Miller's gang (the press-gang) had taken my two companions, so off I started to the rendezvous.

"Come in, young fellow," I was hailed with, "we did not catch you last night."

"No, I am come this morning," said I. "There will most likely be a boat ashore soon, so I thought I would come and have some grub and beer."

I had only been there a short time, when the serjeant of marines came, inquiring, "Have you picked up three men belonging to the Dictator?"

"Yes, here they are," cried some of the gang.

"What a mess you have made," said the serjeant, "don't you know that your wages are forfeited for running away?"

"Oh, no, they are not," I replied: "we're all right."

Down to the boat we go, and when I saw the master's mate, I said to him, "Have you been to the captain?"

"No," he answered.

"Well, then," I replied, "we have, and he wants to see you."

He did not like to go himself, so he sent the serjeant of marines, who told the captain they had come ashore for the three men who ran away.

The captain inquired "Is the master's mate with you?"

"Yes, sir."

"Then," said the captain, "take him on board, and let him be a prisoner at large till I come. Give this letter to the first lieutenant, and set the men at liberty."

When we arrived on board, the first lieutenant said, "You foolish butcher, what a job you have made to get your wages stopped."

"Oh, no, sir," I replied, "we are all right."

The serjeant of marines then gave him the note, which made him wonder still more; and he laughed heartily when he discovered the trick we had played the master's mate.

When the captain came on board, we were all called aft, and in a very few words he sent the master's mate to the receiving ship in the harbour, telling

him also, that "if the men had not been true, they would have ran away, and it was inducing them to do so, to leave them ashore without money and alone." He left, and I never saw him after—and never wanted.

We sailed from Spithead to Sheerness, where we took in 800 soldiers for Holland. Having landed them near Antwerp, we returned, and shipped 800 Russians, with whom we had proceeded as far as the Dogger Bank, when such a heavy gale of wind came on that we lost two men and a boy, and were obliged to run back to the Downs, leaving also two new cables and an anchor.

In the Downs the caulkers came on board to refit us. Whilst the ship was under repair, I had been away all one morning, and when I returned, found below a small keg of liquor. One of the men said, "That belongs to the boat's crew—bring it forward." So I took possession of it; but Mr. Boatswain saw me, and came immediately, and took it away. The boat's crew were ordered away, and when we returned I heard the boatswain say to the first lieutenant, as I passed, "That's the fellow who stole the liquor." Hallo, thinks I, what's up now? But we all went below to dinner, and had scarcely sat down, when all hands were turned up, to get two new cables on board, which had just been brought alongside. Our boat's crew had not been to bed, having been out on duty all night, so when the master of arms summoned us, the rest of them went up, but I refused to move. I told him it was worse than being transported. The

ship's company had their hour for dinner, and so would I. Aft he goes, to acquaint the first lieutenant, who said "Fetch that troublesome butcher here." So away I go.

"It is you, Mr. Butcher, is it?" said he. "Take his shoes and stockings off, put both legs into irons, and let a marine stand sentry over him."

I had been there about two or three hours, when I told the sentry I wanted to go to the head, and as we passed my berth, I said "I may as well wash and make myself comfortable with some clean clothes, for the captain will never punish while we have the soldiers on board." So I put on clean clothes and settled down to my irons again.

About 7 P.M., the first lieutenant came down, saying "Where are you, you foolish butcher?"

"I am here, sir," I replied. "I can't get away."

"Well," said he, "there are two indictments against you: one for stealing a keg of liquor yesterday, and the other for abusive language to the master of arms and refusing to do your duty."

"If there were no receivers of stolen goods there would be no thieves," I said. "The boatswain took it, thinking it belonged to us, and never gave it up till the caulkers claimed it. I took it because I thought it belonged to the boat's crew, and if it had, the boatswain would not have returned it; therefore, if I am in a scrape, he must be the same."

"What do you say to the second indictment?" asked the lieutenant.

"I did refuse to go upon deck, sir," and I said "that I would rather be transported than belong to the cutter when we have a lot of soldier-officers on board. Last night, we never went to bed, and when we had just come on board and sat down to dinner, all hands were called up, and I would not go."

He then told the sentry I must remain there, but that I need not be confined in irons; so there I laid night and day, until we got nearly up to Antwerp, where we landed the troops. The first day we were there, three men ran away, but they were caught and brought back, so I was then obliged to be put into irons with them.

Christmas Day, 1813, I spent in irons, very comfortable, the boatswain sending me some Hollands gin; and having discharged the troops, we put to sea again. The first day we were out, all hands were turned up at half-past 11 A.M. I was first on the list, but one of the run-a-way men was called before me. The captain told him he need not ask him any questions about running away, but he said, "Seize him, and give him four dozen for coming back." The other two having shared the same fate, then came my turn.

Before we went upon deck, the first lieutenant sent me a bottle of Hollands gin, which we all partook of. When my three companions' cases were disposed of, the captain said to me, "Now, young man, what have you to say in your own behalf?" The indictments were then formally read, after which I gave the same explanation as I had previously done to the first lieutenant. After

that, the captain inquired whether the broad R (a mark of disgrace) stood against my name, and having been told it did not, he said,

“What have you been in?”

“In the South Sea sperm whaling, sir.”

The captain continued, “As this is your first offence, young man, and as you have been nineteen days in irons, I shall forgive you.”

A low bow from me, and “Thank you, sir,” when, to my increased pleasure, he added “I want a fresh hand in my gig, and will take you in—be ready.”

On the first day of January, 1814, we arrived in the Downs. The weather was very thick and foggy, and we let go the anchor too close to the admiral. When it cleared up, we were ordered to a greater distance, so had to weigh anchor and stand off.

The boatswain had set me to work, when the captain's gig was ordered away. As I did not know, of course I was not ready, and the captain left word that I was to be a prisoner at large till he returned. When he came on board again, I was called before him, and questioned as to the reason I was not ready to go in the gig. I informed him that the boatswain set me to work, and I did not know I was wanted.

“Boatswain,” cried the captain, “did you not inform this young man he was required for the gig?”

“No, sir,” replied he.

“Then it appears to me,” said the captain, “that you want to get this man punished. Now, young man, get cleaned, and ready for my gig.”

“ Yes, sir ; thank you, sir ;” and away I go in the gig all right.

Now, the gig’s crew had much time on shore, and as idleness is generally expensive to maintain, we had recourse to all manner of means, fair or unfair, in order to raise the wind, some of them, it must be acknowledged, being very like thieving.

At 8 A.M., we always went to the captain’s lodgings, and, if not wanted, remained till 11, when we returned on board to dine ; directly after which, we went ashore again till sun-set, and at that time returned on board for the night. All this time on shore required a good supply of cash to support, and the most lucrative plan we hit upon was the blanket trade. In the hold there was stowed away a large stock of blankets, which were well secured except in front of them, where it was only railed off. A line was procured with a bit of lead at the end, and a small hook attached ; and having cast it down till the hook caught hold of a blanket, we worked it about until one was loosened, when it was soon fished up, popped into the captain’s cloak bag, and disposed of ashore.

Once we were very near getting into a most awkward scrape. Having run up a score at a public-house in Tower-street, Portsmouth, we had promised to pay it off by taking the landlord a half-anchor of Hollands gin ; so going on shore one morning, and landing at Sally-port, the coxswain took up the cloak-bag with the gin in it, which he was carrying off, when a custom-house officer met him, telling him to put the bag down, and

let him look into it. He did so, and there was the keg of Hollands gin. The officer immediately took possession of it, but worse than all, he also took the captain's cloak and bag. Here was a pretty mess.

The captain did not want to come on board that morning, so we told the first lieutenant all about it. He said he never knew such a boat's crew in all his life, for he believed, if we had a chance, we should sell the ship, and spend all the money; and it often puzzled him to know how the crew obtained all their cash.

We went on shore in the afternoon, and back in the evening, all down about the captain's cloak and bag. At night, the first lieutenant said, "There is only one way in which you can get the cloak and bag back. You must go to the Custom-house to-morrow morning, and tell the comptroller that the gin was for your own consumption—that a lot of hands were at work on shore, and you were taking it to them—that you will willingly give up the grog, if he will return the cloak and bag."

Next morning, two hands posted away to the Custom-house, and told our story to the comptroller, who did not object to the arrangement, if the man who seized the liquor would consent to it. So we looked out for the man, and he agreeing to keep the liquor, we all returned together to the comptroller, soon after leaving them with the bag and cloak in our own possession, all right again.

We now received orders to go to Sheerness, to take in 800 troops for Antwerp. Whilst here, as often as we could raise funds, we spent the whole night ashore.

Having asked leave of the captain to do so, the ballast was removed from the gig, which being very light, we could carry her ashore on our backs to a yard, where she was locked-up.

During the time the troops were on board, we carried on considerably in smuggling, in order to make money. The first lieutenant often wondered how the funds were raised, but never discovered while I stopped. We tried the tobacco trade, but it did not answer so well as the grog and blankets.

The Dictator came round to Portsmouth, and one day when the captain was waiting at Spithead for orders, I being on shore in the gig, it came into my mind to remain there all night, and look out for a ship. I did not go to any house, but at night, about 10 o'clock, crept into a wagon, till it began to rain, when I got under it; but that not being very comfortable, off I started under the signal house at Gosport, and laid down against one of the pillars. One of the watchmen coming up whilst I was there, gave me a kick, but another who was with him, thinking I was groggy, was kind enough as to say, "Let him alone—he's quiet." At daylight I got up, and after washing myself at the pump, hastened down to the beach to look out for the gig coming to Sallyport. If it was not there, I meant to go over to Portsmouth directly. About 8 A.M., a boat came ashore with a man and a boy in it, when I asked, "What ship do you belong to?"

"To the Queen transport, No. 315," replied the man.

"Do you want hands?"

“ Yes.”

“ Will you take me on board now ?” I demanded.

He said, “ No, I cannot now ; but I shall not be long. I am the carpenter, and am only going for some stores.”

The ship lay up at Commonhard, so I remained with the boy till the old man came back, when I jumped into the boat, and we were soon alongside the ship. Having ascertained that they wanted hands, I asked what wages they were giving, when some one replied, “ I don’t know ; do you ship as an able seaman ?”

“ Yes.”

“ Well, if you like to stop, you will have the same as the others when you sign articles.”

So to work I go, and was quite ready for my dinner, having had nothing to eat since noon the day before. The chief mate was from Bristol, and the second mate a north-country man who had not been abroad much. The former knowing where I came from, kept me on board for about a week, and then, the *Queen* being a horse ship, the second mate had often to go to Point Beach and Gosport, and would have me in the boat. The first time I went ashore, I asked a wherryman if the Dictator was at Spithead. Being positively assured that she had sailed, I was not afraid to pull about the harbour. When I left the Dictator I put on two shirts and two pairs of stockings, which, with the other clothes I had on, formed my whole stock of apparel. The sleeping accommodation too, I found was different, for until we signed articles I had no bed, and slept between decks.

In May, 1814, the captain sent a note to the mate, for the men to sign articles, the order being given for four pounds a man per month. The oldest man, who went down first, refused to sign under £4 10s.; and when he returned and told us, we all refused. The next morning at daylight, the signal was hoisted for the fleet to get under weigh. As we were not preparing, the captain came alongside to know the reason, when he was told the men would not sign articles, the commodore at the time firing a gun for us to start immediately. "Well," said the captain, "sign articles, and I will give you as much wages as any other ship that goes the same voyage." To this we agreed, and having signed, sailed directly for Bordeaux, in France.

I knew I was capable of shipping as an able seaman in everything except heaving the lead, so I used to practice; and as we were sailing up the river to Bordeaux, when I was in the chains doing so, a man named Tom Tough, came to me, saying, "Butcher, come in-board. I had the glass just now, and there is the Dictator. If you keep in the chains they will spy you out." I did not wait to be told a second time, but jumped down, and kept close for a few days till she sailed for America. We went quite up to the town, and whilst here I saw my brother, who was a soldier. One day when on shore I met a Bostonian, who told me he was in such a transport; so I got leave and went on board to see him, and a great pleasure it was to both of us. I recognised him, but he did not know me, and having procured some rum, we enjoyed ourselves very

much that evening. Wine and brandy were very plentiful there. I then fell in with the mate of the *Lady Banks*, a vessel belonging to Boston, which was carrying troops to Quebec.

We took in twenty-seven horses, and should have had twenty-eight, but one mare got drowned, and being ready for sea, sailed for Quebec. We had a long passage, and fell in with several large icebergs. The horses stood nine weeks and a day, and did seem pleased to feel their feet on land again. At the time we were getting them out, the first lieutenant of the *Bucephalus* frigate, who was in her with me, came on board. Directly I caught sight of him, I cut off into the hold, and stopped there till dark. The boatswain came down to me, saying, "Butcher, I saw you run when that lieutenant came. He only stopped while the horses were landed. Did you know him?"

"Yes, I did," replied I, "and I must keep a good look-out, or I shall get four dozen for going back—that's the ticket if they catch me."

To shew the expenses of war, the transport of these horses cost more than £100 each, exclusive of hay and corn. We were nine months making the voyage, the vessel receiving, at 350 guineas per month, 3150 guineas, and all we did for the money, was taking these horses to Quebec and removing 300 prisoners to Halifax.

The captain held a grudge against us for not signing articles, and more than once he tried to serve us out. One night, a lieutenant, an agent for the transport service, came on board, who had received orders for our

ship to be under weigh about 8 A.M. the next morning. Though this was known, the chief mate turned all hands up upon deck at 4 A.M., and set us to scrubbing paint-work. At 8 A.M., we were sent down to breakfast, and at the same time, the captain's agent made a signal for us to get under weigh: but we refused to move, on the ground that we had been at work unnecessarily, and had not been allowed the proper time for breakfast. The captain's agent soon came alongside, and inquired—"Captain Heath, what is the reason your ship is not under weigh?"

"The men refuse to work till they have had their breakfasts," he replied.

"Tell the men to come on the main deck," cried the agent.

Up we go, and he demands, "What is the reason you refuse to do your duty?"

Having explained the cause, and told him that Captain Heath and the lieutenant-agent threatened we should be sent on board a man-of-war, and that we had informed him, if he would pay us our wages we would all go, the captain's agent continued,—

"Now, Captain Heath, if you do not arrange with your men, get your ship under weigh, and see to the landing of the troops about twenty miles higher up than Quebec, I shall stop her pay. Your ship is 350 tons burden, that will be 350 guineas per month." He then asked, "Where is the lieutenant-agent?"

"He is below," sir.

"Send him to me:" and when he appeared, the cap-

tain's agent said, " You ought to have seen that the ship was ready, and must now go immediately and attend to those troops being landed.

The captain then agreed to splice the main brace, ordering the steward to serve out a glass of rum each, and offering to make it up afterwards to half-a-pint per man, all hands turned to, and we soon got under weigh, bringing up again at Point Neuf, where the troops were landed. The next day, down with the lower main yard, topsail and top-gallant yard, main topmast and top-gallant mast, stripped the main mast, and had just got two pairs of shrouds stretched out, the services and worming off, when a signal was made to go down to Quebec. Our captain had no right to strip the main mast without asking leave of the captain of the transport service; so when it was discovered he had done so, there was another reprimand.

A number of hands were taken out of the different ships, and sent to Montreal, in Canada, or wherever they were required; but we were left at Quebec waiting for orders.

I here went on board the first steam ship I ever saw, and the wonder and amazement it caused seems now incredible. I again met my brother for a short time, and also the chief mate and three apprentices on board of the *Lady Banks* troop ship, in the transport service, belonging to Mr. Meaburn of Boston. I and two others met ashore every Sunday afternoon, when we always made short excursions to view the interior of the country, and used to draw 5s. each, which was booked to us

7s. 6d., a most unfair and unconscionable charge, to which all sailors in the merchant service are obliged to submit to even at the present time.

We now received orders to take in 300 American prisoners, and about 50 marines with their officers to guard them. After all were on board, and the convoy ready, we sailed for Halifax, but soon after separated, for we had a dreadful passage, and were very near losing the ship. The prisoners were set at liberty to come upon deck, for it was thought the ship could not be saved, the rocks being close to leeward, and the sea was breaking over them fearfully. I went up aloft to witness the awful scene. If the ship had weared the least imaginable, she must have struck upon the rocks, and all on board would have perished ; but fortunately we stayed, and were thus Providentially saved. The prisoners were then ordered down again, except thirty, that being the number always allowed to be upon deck.

The convoy arrived in Halifax before we did, and as it was feared the prisoners might have taken advantage of the storm, and seized the ship, a man-of-war was sent out to look for us ; but we soon fell in with each other, and she convoyed us safely into Halifax, where we delivered the prisoners.

On Sunday afternoon I went on shore, and met a sailor, who exclaimed, "Hallo, butcher, what ship?" Having told him, he said he belonged to a man-of-war, and that there were several on board his ship who were in the *Bucephalus* frigate with me.

"Well," I said, "be sure you don't say anything. I was drafted to the Dictator at Portsmouth, but cut and shipped in the Queen."

"If you stop ashore to-night then," replied he, "you had better look out, for we press all we can at 8 o'clock."

I remained on shore, but he pointed out where to meet at, and at night joined me, when we enjoyed ourselves with bottled porter at 1s. 6d. per bottle.



CHAPTER VII.

HOMeward BOUND—AGAIN PRESSED—GET FREE—THE
FAMILY OF THE EVISONS—CONCLUSION.

The convoy being ordered home, the night before we started, a young man swam alongside from a man-of-war. He was taken on board, and when all was quite ready for sea, we set sail for Old England. We had a beautiful passage, having a fair wind night and day, and sighted land in seventeen days.

We lost sight of the convoy, and in entering the Channel made a grand mistake. At night, we thought we stood from land, but when it became light, not seeing Eddystone lighthouse, an old sailor on board, who had been a smuggler, and was better acquainted with the coast than any of our officers, said we were fast running ashore, so the dipsey lead was passed overboard, and the ship then put about. It was rather thick and foggy, and we fell in with another ship, when we were told, if it cleared up we should be able to see Lundy Island in the Bristol Channel; but we continued knocking about for nine days, and at last put into Milford Haven in Wales. A few days after us, a man-of-war brig also came in, who had made the same

mistake that we had. She was broken up, and we received about thirty of her crew and a quantity of stores, to take round to Portsmouth, the taking on board of which put our vessel very much out of trim. The mate had secreted a quantity of these stores for his own use and benefit, and thinking we had a right to assist him in the disposal of them, they, with the small lines which had been made on board, enabled us to do a little business ashore for ourselves in exchanging them for grog.

During this passage a terrible gale overtook us, so bad that not one of the man-of-war's men could take his turn at the wheel, and there were only two in each watch who could steer in the worst part of the gale. We got round the Land's-end into Plymouth, and sailed out twice, but had to put back each time. The captain sent two men on board a man-of-war, and tried again. The third attempt to get out being successful, we then sailed for Portsmouth, where we arrived all well.

We were there paid off, and went to a public-house at Commonhard. Afraid of being pressed, we were imposed upon by all the trades we dealt with. Four of us booked by the mail for London, but being too late we lost the fare. We then booked by a night coach on Sunday night, arriving at the Elephant and Castle on the following morning.

The young man who swam from a man-of-war to our ship at Halifax, whose name was Charles Tomlinson, took me with him on Monday morning to see a young

woman with whom he had kept company before he was pressed. She was very surprised and pleased to see him; but after we had been there a short time, he said he wished to go to Tower-hill, to ascertain if there were any letters for him from his relatives; so we started, promising we would return to dinner at one o'clock, when some sausages were to be ready for us. He found a letter waiting for him at Tower-hill from his father, who stated that his mother was dead, and as he was now the only one left, he hoped to see him at home, being quite willing to assist him either ashore or to go to sea again. All in high glee we returned, he requesting me to accompany him on his visit to his father. I knew nothing about London, but perceiving some men fall back into a lane, remarked, "Charles, I believe there's the gang; but come along—don't you be frightened." Just as we passed the lane-end, three men bolted out and seized him, and before I could look round, three more had hold of me. Here we were fast enough, with very little chance of visiting relatives at present. They took us to the rendezvous, and walked us upstairs, where sat some officers, one of whom accosted me—

"What are you, young man?"

"A butcher from Boston in Lincolnshire," replied I.

"Just take off your glove, and write your name."

I write "George Miller."

Then turning to Tomlinson, "write your name, young man."

He writes "Charles Tomlinson."

"What are you," they ask.

"A tailor from Yorkshire," said he.

"Oh, you are the right sort of a tailor for us," added they, noticing our hands—"Go below both of you."

When we got down Charles's soft came—the sudden destruction of all his bright hopes was too much for him.

"Bring a pot of porter and two pipes," cried I.

"I can't smoke—I want no porter," said Charles, and he began to sob like a child.

I began to smoke, but all the others who were there were very dull. In a short time one of the gang came to me, and tapping me on the shoulder, said, "I think you must have a protection, you take being pressed so very easy."

"Oh, I'm all right," said I.

He then took me up stairs to the officers again, and told them he believed I had a protection. They questioned me, and said it would save a great deal of trouble if I would tell them what it was.

"In the first place, then," said I, "I'm lame."

The doctor was immediately called to look at my leg, who, when he saw it, exclaimed, "That's been a dreadful bad leg."

"It has, sir," said I.

He then called one of the gang, and told him to let me go, as I was no use to them. Down I went to Charles, who anxiously inquired how I had got on.

"I am at liberty!" said I.

Having stopped and finished my porter, I went with

Tomlinson down to the Tower steps, and saw him on board the boat for the tender, which was the last I ever heard of him.

I then hastened to find the house again where the lady was waiting and the sausages were cooking, which after much inquiry at last I managed. She was surprised to see me alone, and soon gave vent to her tears as she learned the misfortune of poor Charles. I remained there that day and the next, and then started from the Saracen's Head, Snow-hill, by the Perseverance coach for Boston, where I arrived safe, on the sixteenth day of February, 1815, after a cruise of four years, ten months, and one day.

Arriving at Boston, I shortly afterwards went to see Robert Evison's mother and brother, who were living at Brackenborough, near Louth, to give them the particulars of my companion's death. They were pleased at my visit, though his mother appeared very troubled when she first saw me, and was much affected with my relation of the circumstances. I remained a few days with them, after which Mr. Evison appointed to meet me at Messrs. Tunnard and Rogerson's office, in Boston, where I was required to prove that Robert was drowned, his brother having sold the property which was left them by their father, but could not give a title without proof of Robert's decease. Whilst at Brackenborough, I looked over the farm which he had bought. It was very scantily stocked, and I did not like the appearance of two black hunters that were in the stable. More sheep and fewer horses,

I thought, would have looked more like prospering. When I left them, I went to see Evison's uncle, Mr. Swallow, and after staying a short time with him, returned to Boston, where I met Mr. Evison at the solicitors. The business being over, he promised, as soon as he got the affairs settled, to pay the £100 that his uncle offered me, but before that time came he failed, and all his things were sold.

This family was certainly one of the most unfortunate I have ever heard of. Mr. Evison, the father, was a farmer, living about two miles from Boston, who returning from the Woolpack Inn one Saturday night, fell from his horse and broke his neck. He left a wife, three sons and two daughters, who came to live in Boston upon a property amounting to between five and six thousand pounds. The two daughters were brought home from school ill, and both died. The youngest son went to Mr. Wedd's sheep-clipping, and was drowned whilst bathing in the North Forty-foot drain. The next son, Robert, who ran away with me, was apprenticed to Messrs. Elsam and Waite, iron-mongers, and was also drowned. The other son, after failing in business, as I have said, went to London, where he committed forgery, in drawing a promissory note, and was sentenced to be hung, but in consequence of a strong petition from the friends of his family at Boston, the capital sentence was remitted, and he was transported to Botany Bay for life. Mrs. Evison, visiting London to see him before his departure, was accidentally knocked down in the street, and her

hip was so much injured, that she was brought to Boston a cripple, and was maintained by Mr. Swallow, until the year 1846, when she died. Such a succession of misfortunes scarcely ever happened to one family in such a short time.

I have now concluded my "Trip to Sea," and though in many parts it may be very imperfect, it is hoped the consideration of the difficulties I had myself to encounter, taken more especially in connection with the unfortunate termination of the adventures of all my companions, will at least be calculated to arrest the attention of those young men, who impatient of control and tired of "the comforts of home," are likely to be led by a wild love of roaming, to act in disobedience to the better judgment of their friends; and that it will cause them to reflect, ere they take such a course, that it not only always ends in the total failure of every expectation, but generally brings ruin and disgrace upon themselves and relatives.

LONG SUTTON:
PRINTED BY JOHN SWAIN, HIGH-STREET.

